

9-11: Tragedy



& Treason!

By Michael Treis



September 11th
An Inside Job!

FORWARD

I would like to dedicate this book to all those that lost their lives on 9-11 and their families. No words could ever express the sorrow that is felt at the loss of some 3000 people at the hands of very wicked, powerful and unaccountable people.

It is my hope in writing this that justice will somehow be served, that through exposing the powerful people that brought about the events of 9-11, people will wake up and those involved will be held accountable.

I have written many articles on this subject and been the subject of much ridicule for not buying into the mainstream explanation of these events. I will prove in this writing that the planes did NOT bring down the Twin Towers or Building 7 Explosives did. Explosives had to be in the buildings BEFORE 9-11, proving once and for all, more than prior knowledge by this administration.

PYROTECH 101

By Michael Treis

The reason for this writing is that in the events of 9-11, little is, as it seems. Yes, planes did crash into the Twin Towers, but from that point on little of what we are told is totally based in fact. I would have you view PYROTECH 101 (below), to start your education in fact.

Greetings.

Welcome to PYROTECH 101.



1. This is a picture of a controlled demolition of a building. The white jets of what appear to be smoke are actually debris generated by explosive charges cutting the main structure of the building. Blowing the charges in sequence removes these critical supports in such an order as to cause the building to fall in on itself.



2. You will see just below the big cloud of debris a similar jet of explosive debris exiting the building several floors below what is about to collapse. If you have a video of that day's events you will see numerous detonations.

3. In short the planes did NOT bring down the buildings: explosives did.

PYROTECH 101 is now over.

4. Dry eyes, say a prayer for victims, families and our country.

Michael

Chapter 1: Exposing the Lies

I've written articles about explosives bringing down all three buildings on 9-11. In many circles I have been ridiculed for doing so. "How dare you blame the government!" Well listen to me, we have the best government in the world BUT, powerful wicked men have crept in who have NO accountability and THEY are the terrorists. By their own words they need "a new Pearl Harbor" and they made one on September 11,2001.

Until President George W. Bush appointed him Undersecretary of Defense and Comptroller of the Pentagon, Rabbi Dov Zakheim was Chief Executive Officer of System Planning Corporation's International Division. He co-authored an article entitled "**Rebuilding America's Defenses: Strategy, Forces and Resources for a New Century**" which was published by **The Project for a New American Century in September 2000**, a year before 9/11; on page 51, it is stated that *"the process of transformation, even if it brings revolutionary change, is likely to be a long one, **absent some catastrophic and catalyzing event - like a new Pearl Harbor**"!* System Planning Corporation's main claim to fame was the remote take over of airliners by remote control, a system in place TWO YEARS BEFORE 9-11!

Below you see a photograph from the History Channel of two men setting a linear shaped charge to cut a steel column.



When placed at an angle like this on numerous columns it causes the building to shift or walk in a certain direction.

These were found at the towers and are evidence of just such charges.





The slag on this column indicates the presence of Thermate reaction. Thermate burns in excess of 3800 degrees and is used in commercial demolition to cut steel with precision and speed it is a form of super Thermite. At any rate these columns were NOT cut by terrorist with box cutters or by airliners.

One more for good measure.



I created PYROTECH 101 in September 2003 because I was tired of the lies perpetrated by a controlled media. I am able to point out these lies because of my past training. I had improvised explosives training courtesy of the military. I worked in an explosives manufacturing facility, shot professional fireworks displays for six years and have studied controlled demolition.

That said, you do NOT have to be a demolitions or pyrotechnics expert to see the difference between smoke and explosive debris exiting a building under high over pressure. Even under high over pressure, the smoke and debris roll and billow as they come out of the building. Explosive debris on the other hand comes out in what appears a strait line but is actually slightly conical, until it slows enough to be moved by wind currents. (Note below)



I have inserted arrows pointing to numerous examples of explosive debris exiting Tower 2 as it began to collapse. I would also have you note that on the right hand side of the photo, three arrows point to double jets of explosive debris that were from shape charges to cut the framework at the corners of the building.

Many of us suffer from what is known as cognitive dissonance, which is the mind's inability to accept the truth after having been fed a lie long enough. No one wants to believe that anyone in our government could have willingly participated in the senseless murder of 3000 people on 9-11.

I'm going to back up a little and tell you how I came to the knowledge that all three buildings were brought down by controlled demolition using explosives rather than by aircraft.

I, like most, watched the television in disbelief as the horrific events of 9-11 unfolded before my eyes. I had seen the buildings' collapse, repeated over and over on all major networks, replete with all the talking heads' commentary. Each replay reinforced the idea that the planes had brought down these buildings, and I had no reason to dispute them until Building 7 came down.

I continued to watch as around 4:30 pm CST, Building 7 comes down in a straight line then falls in on itself. The building burned for several hours and had been hit by only minor debris.

As I watched this building coming down, I noted two rows of explosives approximately one-third of the distance from both corners traverse the entire length of the building. STOP TAPE. Hold the phone! Buildings do not collapse in this manner. I began looking at the videotapes of Building 7 in detail. On the end of the building, I also saw a row of explosives leaving its tell tale markers. Not only that but the building fell into its own "footprint" as they call it. That is the mark of a perfect controlled demolition, and was done by real professionals.

When a building burns for an extended period of time there, are hotspots. These hotspots weaken those areas of the building. These weakened areas cease to provide support and the

collapse begins there. When that happens, the building falls in a concentric pattern, the hotspots being the center of the pattern. This did not happen.

For two years, most had believed the lie that the fire and minor debris had caused the collapse of Building 7.



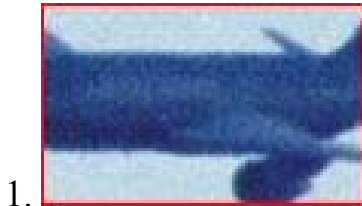
Larry Silverstein, the holder of the lease on the WTC complex said in a PBS interview: “I remember getting a call from the fire department commander, telling me they weren’t sure they were going to be able to contain the fire. I said we’ve had such a terrible loss of life maybe the smartest thing to do is just pull it. They made the decision to pull, then we watched the building collapse.” This statement proves they had a controlled demolition of Building 7. Although I felt vindicated in the work I had done to prove my claim, there was a bitter taste in this victory.

To me the very fact that the media and government had lied about this for two years was unconscionable. We are faced with another problem from this disclosure: since no explosives expert is going to bring a few hundred pounds of explosives and detonators up into a burning building, then place and sequence the explosives in several hours, we are left with the fact the explosives were in the building BEFORE 9-11! You will see also that this also holds true for Towers 1 & 2, as there is no way to run a hasty demolition of that magnitude in the few short hours after the planes hit the buildings.

Chapter 2: Problems With Building 2 And The Plane

The reason I am going to concentrate on Building 2 is that there are more anomalies in the story told than in the facts of what actually happened.

First, I want to take a look at a couple of pictures of the plane that hit Building 2.



Pictures 1 & 2 are taken moments before impact and from opposing views. The main thing I want you to note in both photos is the absence of windows along the sides of the plane.

The major problem with this is United Airlines Flight 175: A Boeing 767-222 had windows. There are few planes of this class with no windows, and they are either cargo planes or refueling tankers. Next, I would have you look at several different photos depicting

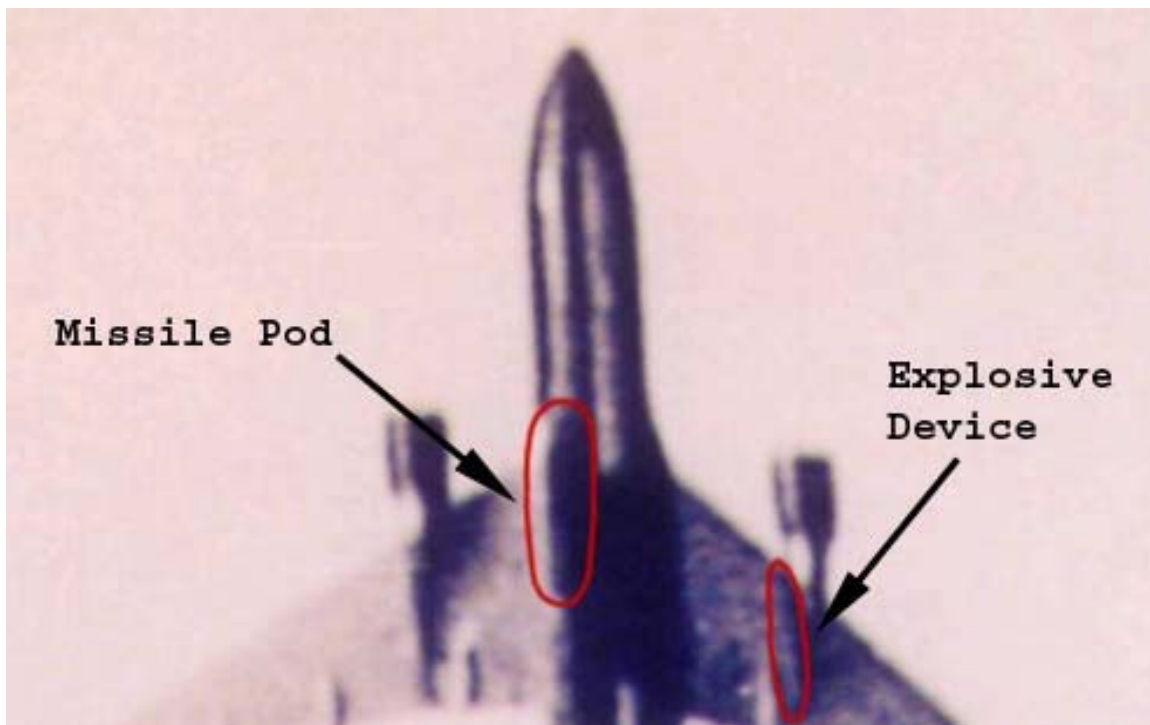
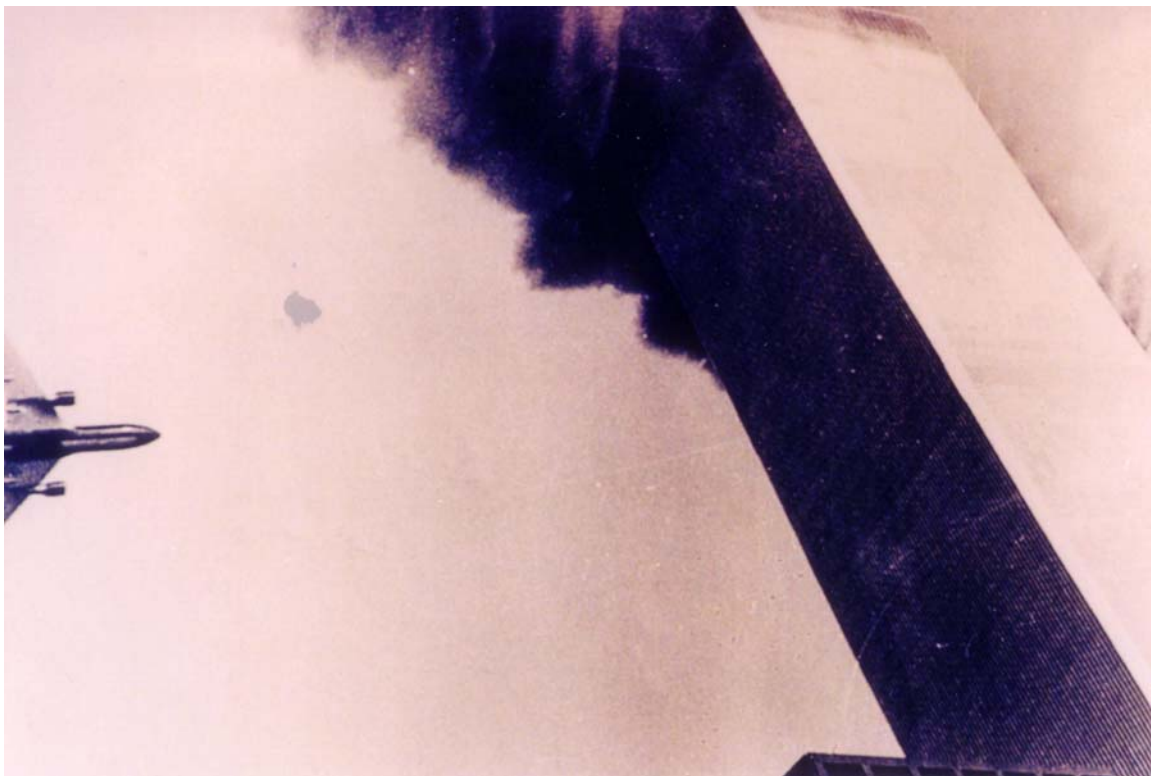
an unusual anomaly.



There is something unexplained in this photo. Many think a missile is shown in the next photo.



This bright flash was photographed from four different angles. It is not a reflection.



The above pictures clearly show attachments that the video *9-11 In Plane Site* perceives to be a missile. The bright flash given off at impact is shown

from four different angles, disproving the idea of the flash being a simple reflection. (Thanks to: www.thepowerhour.com).

The following was sent to me via e-mail in relation to these pictures:

“The object attached to the jet fuselage should not exist in the picture of the second 767 heading for an impact with the south tower.

I am an aircraft mechanic with nineteen years at a major carrier and have accomplished hundreds of service checks on most models of passenger liners from the 727, 737(all models), the MD-80, DC-9, 757 and the 767. There is no accessory to my knowledge that attaches to the fuselage of any of those aircraft.

From the shadow of the object it reminds me of some kind of external fuel tank, like many military aircraft use to extend their range. How it came to be attached to a Boeing 767, which has no fittings, ("hard points", in the service) for it to fasten to is a dilemma.

In conclusion, it is definitely not an open right side AC bay door on the bottom of the fuselage, because if it had come unlatched the airstream at 450-550 mile per hour would tear that door right off its' hinges, regardless of its' orientation to the line of flight.”

(Name withheld for safety reasons)

I am not going to say exactly what I think of this anomaly. It could easily be just what is described. I am sure this object does not belong there, but I do not have the definitive answer. I am just showing you what has been said and that something is occurring other than what we are being told.



The next problem with what we are told is that the plane almost missed Tower 2. Consequently, the majority of fuel was ejected out the side of the building and burned up in these giant fireballs.

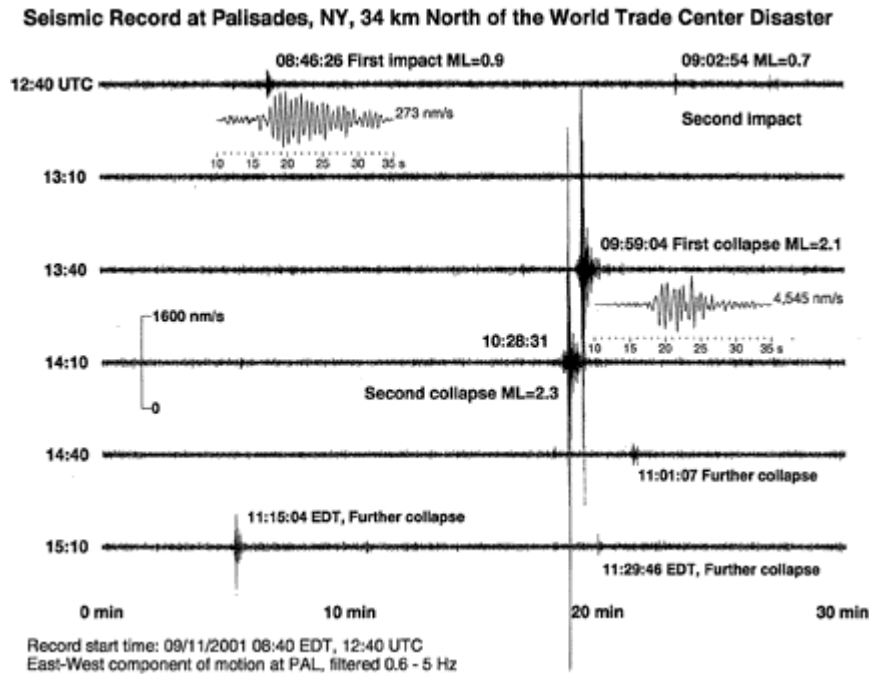
The major problem here is that the majority of fuel burned up could not

have generated the heat they said caused their catastrophic failure of the trusses and the ensuing “pancake” effect.



As the plane crashes through the building, one of its engines is seen exiting the building (left above). The engine was found about four blocks away on Church Street just off Murray (right above). It was identified as a CFM56, which is the primary engine of the Boeing 737, not the Boeing 767 alleged to have struck the South Tower.

“The original choice of powerplant was the *Pratt & Whitney JT8D-1, but before the first order had been finalized the JT8D-7 was used for commonality with the 727. The -7 was flat rated to develop the same thrust (14,000lb.st) at higher ambient temperatures than the -1 and became the standard powerplant for the -100. By the end of the -200 production the JT8D-17R was up to 17,400lb. thrust. The sole powerplant for all 737's after the -200 is the CFM-56” (from the United Kingdom [UK] official 737 technical information site sight: <http://www.b737.org.uk/index.htm>). * Note for later information on Pentagon crash.



(Above: seismographs at Columbia University's Lamont-Doherty Earth Observatory in Palisades, New York, 21 miles north of the WTC)

Palisades' seismic data showed a 2.1 magnitude earthquake during the 10-second collapse of the South Tower at 9:59:04 and a 2.3 quake during the 9-second collapse of the North Tower at 10:28:31.

The two unexplained "spikes" in the seismic data tend to lend credence to the theory that perhaps a massive explosion(s) occurred in the lowest level of the basements where the supporting steel columns of the WTC met the bedrock and caused the collapses.

A "sharp spike of short duration" is how an underground nuclear explosion appears on a seismograph, states seismologist Thorne Lay of the

University of California at Santa Cruz. The fact that the steel columns more than 50 feet below ground level had become molten and the area retained hotspots of 1300 degrees seven days after 9-11 is also problematic. Jet fuel burns at 1000° in PURE oxygen. It would take 2800° to make melt that main support steel. There are two possible explanations: 1. Thermite burns at 3800 and was originally used for welding railroad tracks together. It would require large quantities of thermite to accomplish this goal. 2. SADM, or Special Atomic Demolition Munitions which are w54 class micro-nukes about the size of a large coffee can, developed by the military for the demolition of such large buildings. The explosions cloud marked with the red arrow (below), is of an explosion that is taking place just before the collapse of Tower 2. It is taking place near building 6 and it comes from ground level or below.



At the very end of the collapse of Tower 2 and 1, in two different films, there is a very bright glow, which has yet to be explained. Both could explain the molten nature of the columns well below ground. However, Dr. Steven E. Jones Department of Physics & Astronomy of Brigham Young University, has shown Thermate (super thermite) was used to cut framework of building 2 (see picture below). Containing Iron oxide, Molybdenum oxide, Copper Oxide, etc. $KMnO_4$, plus sulfur to cut through steel quickly; 1,3 DPP in sol-gel; Polytetrafluoroethylene; Titanium. 9-11 WTC observations fit well the characteristics of thermite reactions.



(South Tower and Brigham Young University Experiments) I.E.

1. White-hot reaction zone
2. White aluminum oxide ash floats upwards from reaction.

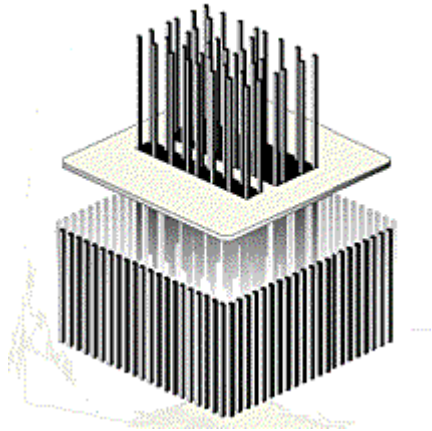
See Journal of 9-11 studies at:

www.journalof911studies.com and www.scholarsfor911truth.org

The fact that Tower 2 collapsed first, when Tower 1 had been burning much longer with substantially more jet fuel in its interior is questionable. The actual time it took the buildings to collapse is a major problem.

One of greatest problem with the "official" hypothesis in the World Trade Towers collapse is their inability to explain the enormous dust clouds generated by the collapses, when the tops of the buildings had barely started to move. We saw the characteristic jets of fine dust mixed with larger chunks of debris being shot out from the building for some distance. In the first few seconds of a gravitational fall nothing moves very fast. From the beginning fine dust from concrete can be seem blowing out to the sides, growing to an enormous dust cloud as the collapse progresses. The fine gray dust was literally crystalline concrete. It takes great pressure to break down concrete to its crystalline structure, overpressure that could only be caused by high explosives.

The floors themselves are 39" thick, the top 4" being a concrete slab with interlocking vertical steel trusses.



This would absorb a lot of kinetic energy as one floor fell onto another, crumpling and pulverizing a small amount of concrete as it struck the floor below. There is instead a very fine dust being blown out to the sides as if 400,000 cubic yards of the entire mass of concrete were converted to a crystallized dust. Remember too that the tower fell at almost the speed of a gravitational free-fall, meaning that little energy was expended doing anything other than accelerating the floor slabs.

The rough amount of concrete in a single floor was 1 acre by 4". The bond between the chemical had to be overcome in order to reduce it to a crystalline powder. This would require the energy of high explosives. If such

energy had been expended in pulverization of that concrete, the energy absorbed would have greatly slowed the speed of the fall.

The buildings fell within 9-10 seconds. The time (**T**) required for an object to fall from a height (**H** [in a vacuum]) is given by the formula **T = sqrt(2H/G)**, where **G** is the acceleration due to gravity. Thus an object falling from the top of one of the towers (taking **H** = 1306 feet and **G** = 32.174 ft/sec²) would take 9.01 seconds to hit the ground if we totally ignore the resistance of the air, and a few seconds longer if we take air resistance into account. This means that very little of the gravitational energy could have gone toward pulverizing the concrete.

In short, Tower 2 fell in 10 seconds, 9 tenths of a second slower than in a vacuum. Tower 1 fell in 9 seconds, 1 tenth of a second FASTER than in a vacuum. There is only one explanation: explosives were used in all three buildings.



Other anomalies I want you to notice are listed as follows: 1. Picture 147 shows the beginning of the destruction of the top section of Tower 2. There is one set of charges exploding 3-5 floors beneath the hole made by the

plane highlighted in the middle picture. 2. Picture 203 shows a second set of charges about 2 floors below that have begun to topple the upper section.

Note: area is highlighted in picture 147 (right) and has not yet gone off. Both highlighted on right picture 203.



If this large section (above) had continued in the logical path, it would have more or less ridden the collapse down, continuing to pivot and landing almost horizontally as a whole section, creating an enormously large impact area. This, however, is not what happened.



This picture shows subsequent charges blowing apart the section that landed not as a whole, but as scattered debris, proving more charges were involved.

For people on the ground, this would prove to be a better thing than having the whole section land almost intact. However, for those still trapped inside of this upper section, it caused their instant demise.

As I look through the digital footage of the many videos and hundreds of still pictures taken of these horrific events, it is a painful task. One I do NOT enjoy. Many times I must stop and take time to regain my objectivity. It is hard to see clearly when the eyes are filled with sorrow to the point of overflowing. It is these same emotional factors that force me to go on. We must NEVER give up until ALL those involved are brought to JUSTICE! Otherwise, all who were lost cry out to us that we have not done OUR job so that they may rest in peace.

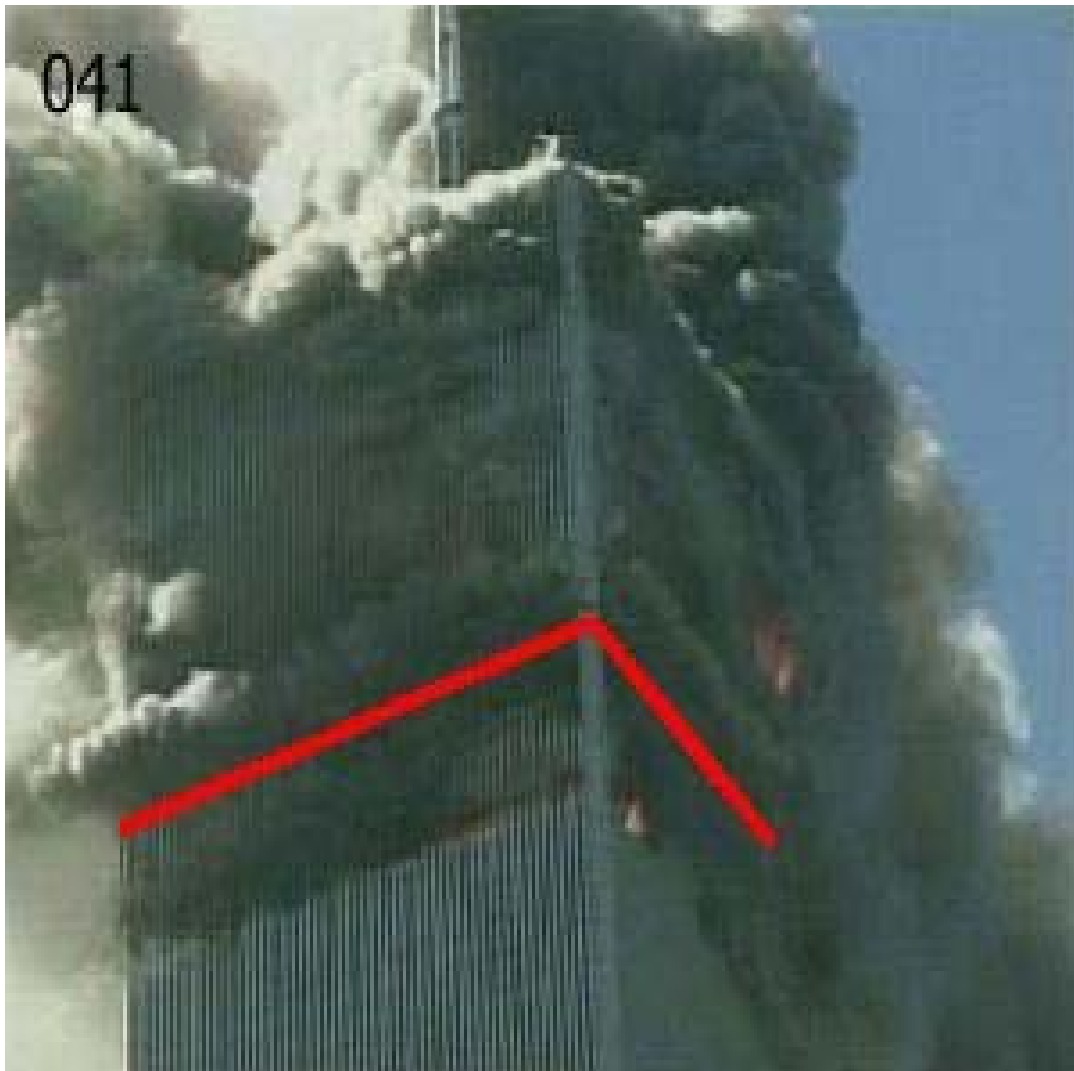
Chapter 3: Tower One And The Plane

With Tower 2 there were many videos and hundreds of photos because it was the second to be hit. Unfortunately, with Tower 1 there is only one video of the crash of the plane taken by a French crew that was doing a documentary on the NY Fire Department. It was caught at the last minute and was not of the quality of the latter films of those who had time to prepare for whatever was about to happen. There are, on the other, hand many videos and photos of its collapse. The top down detonation is unusual in controlled demolitions although not unheard of. In the pictures below keep in mind the lies about the “pancake collapse.” If it had been so the collapse would begin then you would see the debris come out, this is not what happened. Explosives are detonated debris is generated and the collapse begins.



The above pictures 001-137 show the detonations and collapse of the top of Tower 1. Up to picture 057 we have only seen smoke, explosives debris, and whips of fire. In picture 065 we are beginning to see slight movement. This is a high-speed succession of photos. By 073, you are beginning to see

more explosive debris, lots of fine dust, and the flames are being fanned outwardly by the overpressure of the collapse. One thing to keep in mind is that these are cutting shape charges, not some massive tons of explosives going off. The framework is cut, and the top collapses in a straight line, leaving the section below still intact. In frames 112 & 113 you can see close proximity charges blowing more explosive debris out in straight lines. Below highlighted in red are the explosives going off.

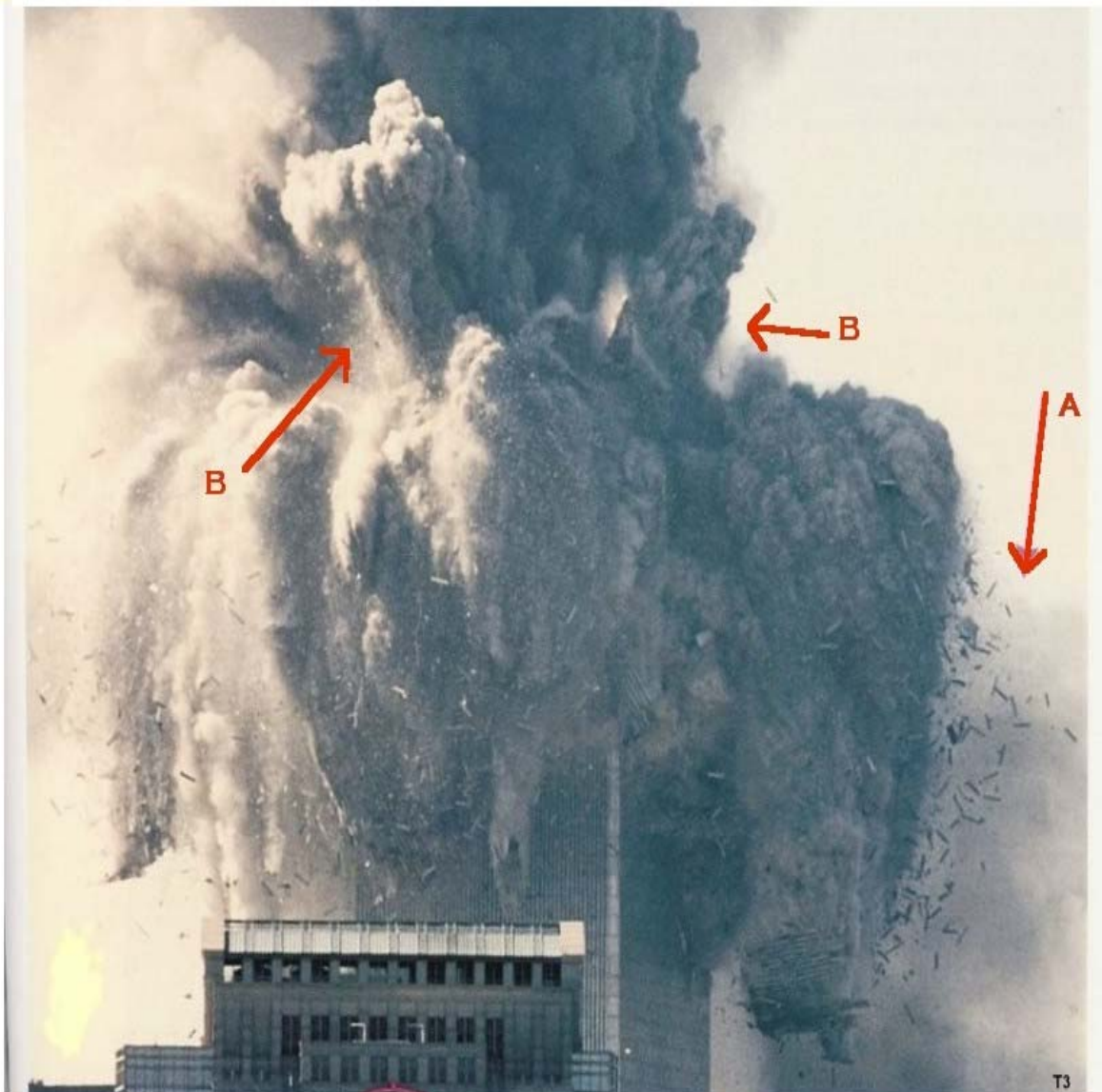


As the tower continues to collapse (below) you will note a large jet of explosive debris coming from Tower 1.



In the next shot as the collapse proceeds, again another cutting charge of explosive debris is seen. (Below)





A. Shows metal framework sections traveling OUTWARD 60-70 meters ahead of dust cloud, indicating explosive cutting (shaped) charge propulsion .

B. Shows explosive debris cloud traveling UPWARDS from explosive source.

I cannot stress enough that B in the above shot cannot be caused by the collapse, but rather is a large explosive debris field being propelled in an

upwards direction. Any upward direction of debris would be limited to minor dust in the form of a cloud like structure being shifted by wind.

The distance of the metal sections of framework cut and propelled outward ahead of the debris field indicates explosive propulsion (A above). Otherwise it would have been much closer to the building. The perpendicular travel from the building is far too great to have been caused by just the collapse. The notable distance of travel outward before curving downward under the effect of gravity is in direct relation to the amount of explosive force used to cut the steel. This reverts to Newton's second law of motion; an object will remain in motion until an equal or opposite force cause it to do otherwise. There is a way to calculate how much force was used to move the object by how far it traveled before gravity took its hold and pulled it in a downward path, but such calculations are too complicated for what I'm trying to achieve here.



In this shot I have again marked explosive debris fields traveling upwards and away from the direction of the initial explosive force. This

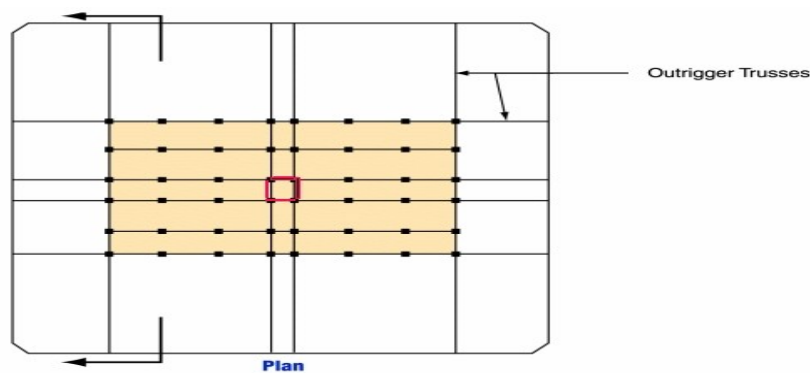
shot was taken later than the shot above, and exhibits the same pyroclastic cloud tendencies found in volcanic explosion. As the first clouds have lost momentum, they arch over and rain down, just as in the bottom section. The top marked with arrows is still traveling upwards, indicating a secondary explosive force.

The time it took for Tower 1 to fall was 9 seconds, one tenth of a second faster than an object falling in a vacuum from the same height. This could NOT happen without explosives. It allows no time for air to escape, no time at all for the massive amount of energy absorption that would have had to occur in order to pulverize the concrete into the basic crystal unit of extra fine dust that covered everything for blocks.

Those who have spun this lie thinks we are all idiots. However, they have used their finest brainwashing techniques on the TV over and over again. Just as Hitler said, the longer you tell a big lie, the more believable it becomes.

The plane analyzed in the documentary *9-11 In Plane Site* showed a bright flash before striking the building, just as in Tower 2. It is a film worth seeing, that has caused much doubt about the official story, they have more recently offered the *Director's Cut* of this film.

One other problem with the story is noted in the video footage showing the initial collapse of the North Tower: the communications mast located atop the North Tower collapses vertically downwards. The mast was mounted on top of a central service column that housed the elevators. This central service column was supported on massive box-sectioned columns attached all the way down to the bedrock, which were made from steel four inches thick. The fact that the communications mast falls vertically downward demonstrates that the steel columns supporting the entire central service column must have been severed, all the way down to the basement area of the structure. Severing the steel columns would have allowed the entire central service column to drop, destroying the floor beam attachments and accelerating the collapse of the entire tower.



Core section with center support for tower mast highlighted in red.

To answer the question about severing the central steel columns for the communication mast and other columns, as well as the molten steel, I turn to Mark Loizeaux, president of Controlled Demolition, Inc. (CDI) of Phoenix, Maryland. When asked about the report of molten steel on the site, Loizeaux said, "Yes, there were hot spots of molten steel in the basements. They were found at the bottoms of the elevator shafts of the main towers, down seven levels," (in the basement). "We found molten steel three, four, and five weeks later, when the rubble was being removed." He stated that molten steel was also found in WTC building 7's lower floors. This steel melts at 2800° Fahrenheit, almost 2000° hotter than the jet fuel could get and 1500° hotter than most plastics will burn, which is one of the hotter fuels burning in fires today.

This truly does explain the bright glow after the collapse of Towers 1 & 2, captured on film. The many instances of glowing metal (below) found all over the site



It does lend great credence the use of SADMs: Special Atomic Demolition Munitions or W54 class micro-nukes about the size of a large coffee can, developed by the military for the demolition of such large buildings. It also explains the 1300° hot spots well below ground level seven days later. Mike Pecoraro 36 year old worker who helped pull many from the rubble later that day said “we arrived at level C and the machine shop was gone. There was nothing there but rubble. We’re talking a 50 ton hydraulic press gone!” The two began yelling for their co-workers but there was no answer. Jet fuel didn’t vaporize a 50 ton press, it couldn’t. Most of all it proves the planes did NOT bring down the buildings just as I have said since September 11th.

Chapter 4: The Pentagon and Its Plane



The above photo is taken before the collapse of the Pentagon roof and walls. One thing I would have you note is the roof is undamaged. An over 40 foot tall tail would have damaged the roof. There is also a lack of damage to several supports that should have been taken out by the wings.

There is also no wreckage scattered around which becomes more obvious below.



In an article that appeared on the web simply entitled Find The 757 we find that a 757 doesn't fit the hole. Remember, fire caused the collapse, not the impact of the plane as demonstrated below.



I would have you pay close attention not only to the roof, but also to the hole above the wire spools in the foreground. It is not big enough to accommodate a 757. The damage caused by the wings with a 757's fuel capacity would have been enormous. Again, you see no wreckage debris. No wheels, no seats, no tail, nothing.



This is one of only five pictures of the airplane hitting the Pentagon. The Pentagon is the heart of our national defense and one of the most well surveilled buildings in the US. Why are only five pictures available? I added two arrows: one points to the tail of the plane (top) and the other

points to a smoke trail very probably from a solid rocket engine. It is a thick, fast moving trail unlike a contrail or normal exhaust of a jet engine.

This is what we should have seen in those pictures.





Why are these officers hiding evidence? Evidence of what?





Why is this the only major piece of debris to be seen? No engines, tail of the plane, nothing.



The above pictured piece of debris seems to have come from here, but where is the rest of the plane?

Here is another look at the Pentagon before the collapse.



I would have you again note how small the hole is. There is no roof damage, and the surrounding area is in lack of any debris. Also note the vehicle I've boxed in next to the fire unit.



This is a close up of the car in the above picture. Inside the boxed area is a jet engine. It has been identified as a Pratt & Whitney JT8D, used in 737's 100-200 series as well as the 727 but NEVER in a 757.

(<http://www.b737.org.uk/index.htm>)

Let's look at what they are telling us: a plane over 44 feet tall and 125 ft. wide somehow fit into a hole that is only 16 ft. in diameter and crashed through 9 FEET of steel reinforced concrete walls.





I would tell you that the hole in all three rings supposedly caused by the penetration of a 757 were 16 ft. in diameter. The aluminum skin and shell of a plane would have collapsed going through steel reinforced concrete. There are many anomalies between what we see in the evidence and what

we are told in the official story of what happened to the Pentagon. Another of which we are told is that Hani Hanjoue, the Arab who was supposed to have piloted flight 77, did a 270° turn at the last minute, bringing the plane in at 500mph. and two feet off the ground. It struck the recently renovated wing (unoccupied) on the opposite side of the Pentagon from Donald Rumsfeld's office. (Consider that the plane was originally headed for Rumsfeld's section before the turn). One former employee of the Arizona flight school stated of Hanjoue: "He couldn't fly at all!" His flight instructor Rick Garza stated "They were clueless. It was clear they weren't going to make it as pilots."

So Hani Hanjoue, who was considered "clueless" and "couldn't fly at all," performed a very tricky precision maneuver most pilots with years of experience would have trouble doing, and completely missed the side of the Pentagon which Secretary of Defense Rumsfeld was in and hit the unoccupied section. Hmmm! Things just don't add up.



It seems that 2008 Presidential candidate Karl

Schwartz has a few answers for us. In a radio interview, Schwartz quoted

two civilian defense contractor employees working at commercial corporate facilities at Fort Collins-Loveland Municipal Airport. They seemed to be particularly terrified about recent "suicides, car wrecks--mysterious deaths--directly related to the aviation experts." It appears that these employees were justly terrified because they had been working on systems that were installed on the A-3 Sky Warrior at Fort Collins-Loveland, stating that "the Air Force brought in separate teams to do top-secret military work unrelated to commercial aviation at our airport, and we were told by our bosses not to discuss what we had seen with anyone." According to Schwarz "they breached the government-blocked information flow at great personal risk"

It would seem the independent teams of government contractors were brought in to install UAV remote controls in A-3 Sky Warriors and



completely refit the bird with special air-to-ground missile systems, fire control systems, engines, transponders, and radio-radar-navigation systems all just prior to 9-11. Schwartz continues, "there are about 150 retired and active U.S. military and federal intelligence officers who will come forward and testify regarding

government involvement in the September 11 attacks--but only if there is a serious criminal grand jury."

These folks realized that numerous people who opened their mouths about the things they saw have already died in connection with 9-11. All things said, I couldn't blame them for their reluctance to come forward. I was witness to one radio interview of four workers in the cleanup after 9-11. They had been threatened by FBI agents after finding three of the four black boxes from the jets involved in the 9-11 attacks. They and their families were told, "you never saw these."

An air traffic controller from a particular sector monitoring the planes on 9-11 states that FBI threats were made of her person, her family and on her career. She was told: "You are ordered never to speak about what you saw on your screen during the attacks; and if you do, things will not go well for you and your family."



In the film *9-11 In Plane Site*, this picture of some object appeared. After some investigation it seems at least one

witness stated it was “part of a wing of a much smaller jet than a passenger airliner.”



This diffuser case is from the Pentagon engine mentioned earlier. It is used in Pratt & Whitney J57, JT8D, and in 737's 100-200, not 757s.

The soft tip nose of a 757 would have not survived well against the steel reinforced walls of the Pentagon, but an A-3 Sky Warrior with a missile on board is a different story. The camera at the Pentagon took five pictures already mentioned earlier, and the one below tells us a lot.



The arrow above points to a bright white center, indicating burning metal

fuels such as aluminum and magnesium used in a rocket's explosive. The one below, taken a second later, is of jet fuel, as indicated by the orange color.



If you go back up to the first picture of the jet and the trail, that trail is consistent with the solid rocket motor fuel.

Chapter 5: Flight 93, Shot Down in Pennsylvania

We were told United Airlines Flight 93 crashes near Shanksville, Pennsylvania, in Somerset county, about 80 miles southeast of Pittsburgh. This is 124 miles or 15 minutes away at 500 MPH from Washington D.C. (Shortly after 9-11, a flight controller in New Hampshire ignores a ban on controllers speaking to the media, and claims that “an F-16 fighter closely pursued Flight 93... the F-16 made 360-degree turns to remain close to the commercial jet. He must've seen the whole thing,” the employee said of the F-16 pilot's view of Flight 93's crash." I would say not only did the pilot see everything, but was the reason for the crash near Shanksville. Why? Thanks to my friend Alex Jones (See www.infowars.com) and Colonel Donn de Grand-Pre, we know what happened.

Excerpts from an interview with Alex Jones and retired army Colonel Donn de Grand-Pre gave rather startling comments from a symposium that made headlines in major Portuguese newspapers.

Colonel Donn de Grand-Pre: “I entered the military in 1944 as an 18-year-old radio operator, Morse code. And I was sent to Burma and China. I was attached to the detachment 101, which was OSS, and I operated out of Burma. Then later on in Kunming, China,... I came back on active duty

in 1950 as a commissioned officer, infantry airborne. And I got involved in the Korean fracas for a year-and-a-half until I was wounded. Then I was shipped home for two-years while I recuperated.”

“Sec. Def. Bob McNamara. He hired me as the chief arms negotiator for the Middle East. We were known as the super salesmen in ISA, International Security Affairs. And over a ten-year period, we sold over a hundred billion dollars worth of military equipment to all comers.”

“I have three books. The titles are, "Barbarians Inside the Gates." Book 1 was "The Serpent's Sting," Book 2 is "The Viper's Venom," Book 3 "The Rattler's Revenge." And I'd like to quote from Book 2, which came out October of 2002. There is a very important paragraph there. It says, "The trigger for the 911 activity was the imminent and unstoppable world-wide financial collapse which can only be prevented temporarily by a major war, perhaps to become known as World War III. To bring it off one more time, martial law will probably be imposed in the United States.”

“ I called together from 16 to 19 September, in the Pentagon area, not in the Pentagon, a group of military, civilian and general aviation pilots. And for three days, we kicked around what actually happened on 11 September. And then the investigator journalists covered that and it was reported in the Portugal news and very accurate... the group of pilots and they will remain anonymous were a wonderful mix of commercial, military and civilian pilots. At any rate, after three days, the decisions were unanimous. And I wrote my 24-page report up and submitted it to the Chairman of the Joint Chiefs. And that report ultimately got into the hands of the Vice Chairman of the Joint Chiefs on 23 January, 2002. The General was U.S. Marine Corp General by the name Peter Pace. I got a telephone call, 5 March, from one of his horse holders, who is a Colonel Air Force type. He informed me that Gen. Peter Pace had gotten the twenty-four pages and that he and his secretary had no comment at this time but he used the old Marine Corp lingo, "Semper Fi" or Always Faithful, and we let it go at that. Later on I continued my correspondence with the Vice Chairman and most recently, I got a letter 8 November, 2003 from Peter Pace, to me, carrying on not only about the investigation but about the three books that I have written since that time.”

Alex Jones: “Now, Colonel, going over your report and the, I guess the committee meeting that you guys had to play out what you believe really happened. Now as more evidence has come out, it shows that that's clearly exactly what happened. Now, they are using 911 to turn this country into a total police state. I mean how do you see us turning this around?”

Colonel Donn de Grand-Pre continues: “The turning around is not going to be that easy. The final paragraph of this report, and here is what the final paragraph said. "So far the mainstream American news media has failed to publish or broadcast any details regarding the independent inquiry. Similarly, the White House whilst having received a copy of the report has remained silent on its findings." While we know that a copy, first of all I have to back up a little. The Chairman of the Joint Chiefs Richard Myers had 500 copies of this 24-page report made and sent out, including, to the White House. And I have to say it was including Pres. Bush. So they got a copy of the report.”

“..a coup d'etat was pulled on the morning of September 11th. Only it was an administrative or what we call a cold coup d'etat.....we found that

the culprits, including Rumsfeld, were part of a neocon group that had been planning this thing for literally years prior to September 11th.”

“In talking about what hit the Pentagon.... It was a cruise missile. It could have been a Global Hawk. It was not a commercial aircraft. . It was a diversionary hit for strategic reasons and it didn't matter whether it was a pilotless drone or a Global Hawk missile. It wasn't a commercial aircraft.

Of Flight 93 Colonel Donn de Grand Pre says:

“They were out of Hector Field, Fargo, North Dakota. A bunch, this 119 Fighter Group and they are called the Happy Hooligans. They are probably the best interceptors that we have in the country. They were moved to Langley Air Force Base from Hector Field down to Southern Virginia. And when the klaxon horn went off at 9:35, those two pilots put down their coffee and shot into their aircraft and took off. They didn't know where they were going initially but by 10:00 hours, they had rendezvoused over Southern Pennsylvania. That's about 250 miles in just a matter of minutes and engaged 93 with two side-winder missiles. And they accomplished their objective.... The Adj. General of the State of North Dakota gave the command to take it out. And, by God, they took it out. And they were

decorated about a year later and I have the full write up of that story in my book.”

“These planes were being piloted by remote control, probably an AWACs aircraft taking over that airplane or airplanes or drones, unmanned drones. And flying them at 5 and 8 G-force that no pilot could withstand.” (See: Remote Controlled Terrorism Below)

Alex Jones: “What happened to the original planes Col.?”

“This comes under speculation now. And I'm telling you that we are knowledgeably speculating. Those aircraft carrying crew and passengers went over the Atlantic and that was all she wrote.” (End of excerpts)

But wait a minute! What of the heroics of the people on board flight 93? Well below is what we are told took place with the phone calls.

9:42 a.m.: United Airlines Flight 93 passenger Mark Bingham calls his mother. "Mom, this is Mark Bingham," he said, very scared. "I want to let you know that I love you. I'm calling from the plane. We've been taken over. There are three men that say they have a bomb."

9:45 a.m. to 9:58 a.m.: United Flight 93 passenger Todd Beamer gets patched through to a Verizon supervisor when trying to call his family. He told them the pilot and copilot were apparently dead, two hijackers were in the cockpit, one was guarding first class and another was guarding 27 passengers at the rear of the plane. He said that they had decided to storm the hijackers and the supervisor hears "Are you guys ready? Let's roll," before he hangs up.

9:45 a.m.: Tom Burnett calls his wife Deena for what we are told is the third time. She tells him a plane has crashed into the Pentagon. Tom tells his mother of the bomb he talked of earlier, and said, "I don't think they have one, I think they're just telling us that."

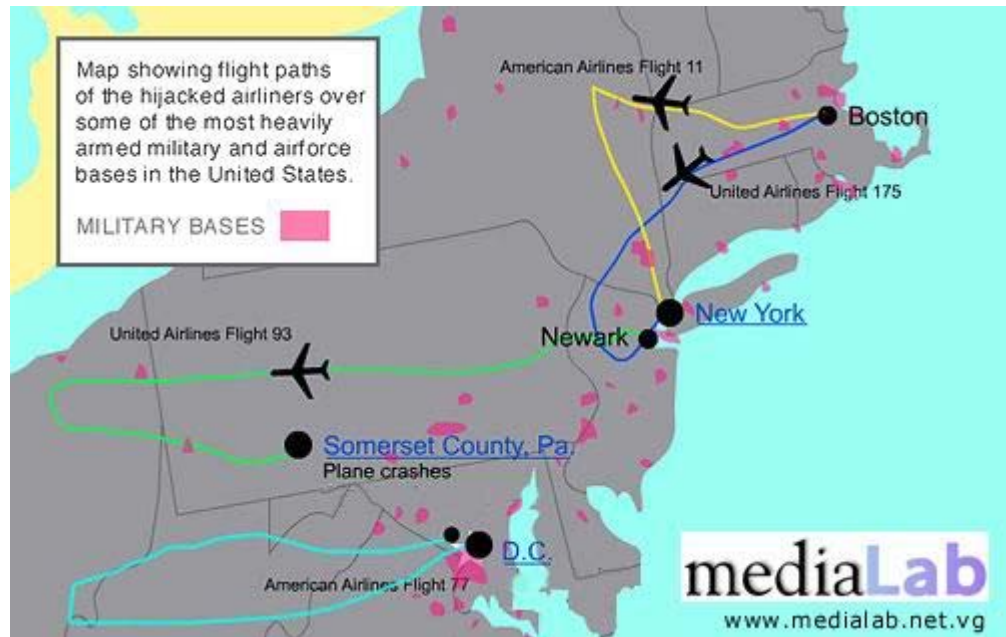
9:58 a.m.: A male passenger on United Airlines Flight 93 called frantically telling the operator Glen Cramer, "I've locked myself inside one of the toilets. We're being hijacked, we're being hijacked!" the caller screamed into his cell phone." "We confirmed that with him several times," Cramer said, "and we asked him to repeat what he said. He was very distraught. He said he believed the plane was going down. He did hear some sort of an explosion and saw white smoke coming from the plane, but he didn't know where. And then we lost contact with him." According to authorities, that

was the last cell phone call made from any passengers aboard any of the hijacked planes.

I don't like to be the one to burst anyone's bubble, especially anyone that lost someone on 9-11, but I have a hard time understanding all we are told considering the physics and other reasoning herein. First I am told by competent sources that if you could get your signal out of the plane it would have to be BELOW 1000 feet to reach any cell tower. Second I have seen numerous news reports in 2004 about developing cell phones that can be used from airliners. Each of these spots talked about interference both ways, interference to the planes navigation and to the phones themselves. So they had to develop a phone for flying, how then were these calls made three years earlier?

I don't know if these people on flight 93 rallied to try to stop the hijackers. We would all like to think so. The evidence weighed in that the people onboard did not bring that plane down. A military aircraft shot down the plane. Debris was found 6-8 miles from the crash as well as one of the engines that was scorched as if from a missile impact.

Chapter 6: The Planes: Their Flight and Analysis



This map, courtesy of MediaLab, shows the flight paths the planes followed and how close they all came to numerous military bases with the power to have ended their flights.

I find it rather odd that on Sept. 11, 2001 NORAD was three days into **Operation Vigilant Guardian**, what the Pentagon calls a, “bizarre coincidence.” Such training exercises are held twice a year to sharpen NORAD’s surveillance and interception abilities. North American air defenses that morning were aggressively alert and battle staffed, with key officers needed to make immediate decisions stationed in each of the interlinked US Air Force command posts. This looks to be more than a

“bizarre coincidence,” that they would be practicing the EXACT SCENARIO of planes hitting the towers. Even more odd is that the super-secret National Reconnaissance Office operating all U.S. spy satellites was conducting a simulated emergency drill in which a plane from Dulles International crashed into a government building. [AP Aug 22/03] (See Note II)

Here is a timeline of the events of 9-11 to help understand my dismay at what we are told.

The four airliners of September 11th, 2 Boeing 767's and 2 Boeing 757's, had a total passenger capacity of 762 people yet only 229 passengers and crew members were listed on the four lists of the dead. Why were these flights 70% empty?

7:59 a.m.: American Airlines Flight 11, a Boeing 767-223ER with 23,980 gallons of fuel, lifts off from Logan International Airport in Boston, Massachusetts, bound for Los Angeles International Airport in California, with Mohammed Atta and Abdulaziz Alomari on board. Take-off was scheduled for 7:45. There are supposed to be 92 victims on board American Airlines Flight 11, but on the death manifest list that was

published on CNN.com, only 86 victims are listed. Between 8:14 –8:20 am it is high jacked and off course with no working transponder.

8:14 a.m.: United Airlines Flight 175, a Boeing 767-222 with a maximum capacity of 181 passengers just as the first flight and 23,980 gallons of fuel, lifts off from Logan International Airport in Boston, Massachusetts, also bound for Los Angeles International Airport in California. Take-off was scheduled for 7:58. There are supposed to be 65 victims on board, yet on the official death manifest list that was published on CNN.com, there are only 56 victims.

8:20 a.m.: American Airlines Flight 77, a Boeing 757-223 with a capacity of 200 passengers and 11,489 gallons of fuel, lifts off from Dulles International Airport, 30 miles west of Washington D.C. and the Pentagon, bound for Los Angeles International Airport in California. Take-off scheduled for 8:01. There are supposed to be 64 victims on board, yet the official death list published on CNN.com names only 56 victims.

8:25 a.m.: Boston air traffic control notified several air traffic control centers that a hijack is in progress with American Airlines Flight 11.

If the FAA did follow procedure and notify NORAD at 8:25, and NORAD followed protocol and ordered the 102nd Fighter Wing of the Otis Air National Guard Base in Falmouth, Massachusetts to scramble at say 8:25, two F-15's would have been airborne by no later than 8:31. At top speed, these F-15's could reach the WTC in 7 minutes, which would have them there at 8:38 to 8:41. Flight 11 impacts the north side of the North Tower 1 at 8:46:26. One officer stated that it takes 10-12 minutes to reach the WTC from notification.

8:38 a.m.: Boston air traffic center notifies NORAD that American Airlines Flight 11 has been hijacked.

8:40 a.m. Nasty and Duff are the code names of the two F-15 pilots from the 102nd Fighter Wing of the Otis Air National Guard Base in Falmouth, Massachusetts that were to scramble after United Airlines Flight 175.

Air Force Maj. Ed Thomas, spokesman of the North American Aerospace Defense Command, as well as the FAA confirmed that the FAA notified NORAD within the guidelines established in FAA rules. A NORAD spokesman stated that "after alerts and requests for intercepts of the aircraft were received from FAA/ATC, orders from the HIGHEST LEVEL of the federal government demanded that the Air Force stand

down and NOT follow through with established scramble/ intercept procedures until further notice!” This STAND DOWN order could have only been obeyed if issued from the White House! (**See Note I**)

8:37

FAA Boston Center informs NEADS, saying, “We need someone to scramble some F-16s or something up there, help us out.”

“Is this real world or an exercise?” asked the military officer.

“No, this is not an exercise,” the FAA official responds. “Not a test.” [BBC

June 18/04]

8:40

NORAD Tech. Sgt. Jeremy Powell at NEADS headquarters in Rome, N.Y., receives the first call from Boston Center regarding Flight 11. Powell informs NEADS commander Col. Robert Marr Jr. of the possibility of a hijacked airliner.

8:42 a.m.: United Airlines Flight 93, a Boeing 757-222 with a maximum capacity of 200 passengers and 11,489 gallons of fuel, takes off from Newark International Airport in New Jersey bound for San

Francisco International Airport, California. Take-off was scheduled for 8:01. There are supposed to be 44 victims on board, yet on the official death list published on CNN.com, there are only 33 victims.

Flight 175, now with no transponder, has headed south.

8:43 a.m.: The FAA notifies NORAD that United Airlines Flight 175 has been hijacked. NORAD confirms time.

8:46:26 a.m.: American Airlines Flight 11 impacts the north side of the North Tower 1 of the WTC between the 94th and 98th floors, flying at a speed of 490 miles per hour.

8:46 Flight 175 transponder quits.

8:50:51 a.m.: Transmission of American Airlines Flight 77's last radio communication, about 285 miles west of the Pentagon.

8:57 Flight 77 transponder stops.

9:00 a.m.: Last radar reading on United Airlines Flight 175 at an altitude of 18,000 feet, descending, with a ground speed of 480 knots.

9:02:54 a.m.: United Airlines Flight 175 impacts the south side of Tower 2 between the 78th and 84th floors, at a speed of over 500 MPH.

(NORAD says that when United Airlines Flight 175 impacts the WTC at 9:02:54, the F-15's from Otis are still 71 miles away. This means their average flight speed was only about 24% of top speed to intercept United Airlines Flight 175.)

9:06 a.m.: The FAA formally notified the military that United Airlines Flight 175 had been hijacked.

9:12 a.m.: The FAA formally notified the military that United Airlines Flight 175 had crashed into the WTC.

9:16 a.m.: The FAA notifies NORAD that United Airlines Flight 93 has been hijacked.

9:24 a.m.: The FAA notifies NORAD that American Airlines Flight 77 has been hijacked. The FAA lost contact with American Airlines Flight 77 when the transponder signal stopped at 8:55 a.m. -- Why does it take 29

minutes for the FAA to tell NORAD that American Airlines Flight 77 has been hijacked?

9:35 a.m.: United Airlines Flight 93 goes off course near Cleveland, Ohio, where it makes a 135 degree turn, and is now headed to the southeast. United Airlines Flight 93 is 375 miles from Newark, New Jersey and 280 miles from where it was now headed: Washington D.C.

9:38 a.m.: United Airlines Flight 93 completes its 135 degree turn and is headed directly towards Washington D.C.

9:40 a.m.: United Airlines Flight 93 transponder signal stops.

10:02 a.m.: After a review of radar tapes, a radar signal of United Airlines Flight 93 is detected near Shanksville, Pennsylvania.

10:06:05 a.m.: According to seismic data, United Airlines Flight 93 crashes near Shanksville, Pennsylvania, in Somerset county, about 80 miles southeast of Pittsburgh. (**See: Note III**)

10:10 a.m.: The FAA orders all planes to land at nearest airports.

10:15 a.m.: 2,000 planes have landed in the U.S. since the 9:40 FAA order was issued telling all planes in the air to land at the nearest airport.

10:28:31 a.m.: The North Tower of the World Trade Center collapses.

10:43 a.m.: Air Force One changes course toward Barksdale Air Force Base in Louisiana.

10.48 a.m.: Police confirm the crash of a large plane in Somerset County, Pennsylvania.

11:17 a.m.: American Airlines reports it has lost two aircraft. American Airlines Flight 11, a Boeing 767 flying from Boston to Los Angeles, had 81 passengers and 11 crewmembers aboard. American Airlines Flight 77, a Boeing 757 en route from Washington's Dulles Airport to Los Angeles, had 58 passengers and six crew members aboard.

11:26 a.m.: United Airlines reports that Flight 93, en route from Newark, New Jersey, to San Francisco, has crashed in Pennsylvania, southeast of Pittsburgh.

11:40 a.m.: Air Force One arrives at Barksdale Air Force Base in Louisiana.

11:53 a.m.: United Airlines confirms that Flight 175, from Boston to Los Angeles, has crashed with 56 passengers and nine crewmembers aboard.

2:30 p.m.: The FAA announces there will be no U.S. commercial air traffic until noon EDT Wednesday.

3:06 p.m.: Air Force One landed at U.S. Strategic Air Command at Offutt Air Force Base in Nebraska. Bush ushered into the secure command center.

4:10 p.m.: Building 7 of the World Trade Center complex is reported on fire.

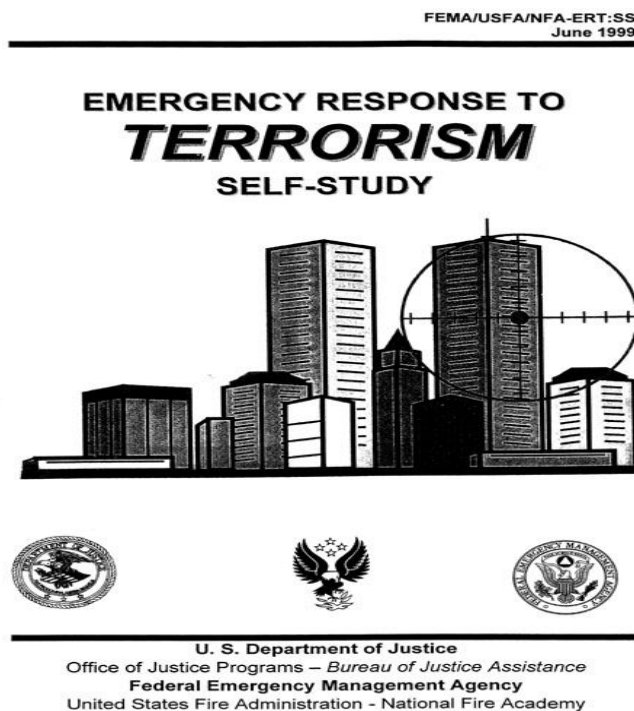
4:36 p.m.: The President leaves Offutt Air Force Base in Nebraska aboard Air Force One to return to Washington D.C. Air Force One now has an F-16 guarding it, off a wing.

5:20:33 p.m.: World Trade Center Building 7, a 47-story skyscraper, collapses. The CIA (secretly) and the United States Secret Service, had offices in this building.

(Note I) WTC, the White House, and the Pentagon are all possible targets and have been closely guarded in the past. For example, two years before 9-11, when golf pro Payne Stewart's small PRIVATE Lear jet went off-course and out of communication just after takeoff in Florida? Within MINUTES, on an immediate alert from the FAA, U.S. Air Force and Air Guard jets were scrambled to intercept Stewart's jet and see was going on. "Several Air Force and Air National Guard fighter jets, plus an AWACS radar control plane, helped the Federal Aviation Administration track the runaway Learjet and estimate when it would run out of fuel." -- CNN, October 26, 1999 Interceptors were in direct proximity to Stewart's seriously ailing aircraft within about TEN MINUTES of him

having taken off. NOBODY had to go after Clinton and get him to authorize the intercept of Payne Stewart's jet that day. Moreover, according to the same CNN article, "...officers on the Joint Chiefs were monitoring the Learjet on radar screens inside the Pentagon's National Military Command Center. -- CNN, October 26, 1999 Air Traffic Controllers request military intercepts of private and commercial planes REGULARLY.

(Note II)



I note this FEMA training manual dated June 1999 along with other material here just as another proof that Bush and his administration lied

when they told us that they never expected something like this to ever happen in the US.

(**Note III**) If Flight 93 crashed at 10:06:05 a.m. (ET), then how was this report posted by Channel 5 WCPO at 11:43:57?

**Plane Lands In Cleveland; Bomb Feared Aboard
WCPO.COM**

Reported by: 9News Staff

Web produced by: Liz Forman

9/11/01 11:43:57 AM (ET)

A Boeing 767 out of Boston mad an emergency landing Tuesday at Cleveland Hopkins International Airport due to concerns that it may have had a bomb aboard, said Mayor Michael R. White.

White said the plane had been moved to a secure area of the airport, and was evacuated.

United identified the plane as flight 93. The airline did say how many people were aboard the flight.

United said it was also “deeply concerned” about another flight, Flight 175, a Boeing 767 which was bound from Boston to Los Angeles....

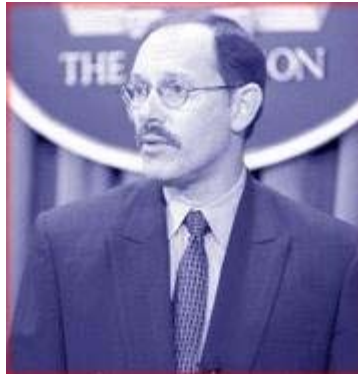
How did United identify this as Flight 93 if it had already crashed?

Which Flight 93 was the original?

The two web pages below are proof that this technology is here now, in fact in place almost two years prior to 9-11! People want to say you’re nuts to think such a thing is possible, but here you have proof of what I’ve

been saying.

Remote Controlled Terrorism



Until President George W. Bush appointed him Undersecretary of Defense and Comptroller of the Pentagon, Rabbi Dov Zakheim was Chief Executive Officer of the System Planning Corporation's International Division. He co-authored an article entitled "**Rebuilding America's Defenses: Strategy, Forces and Resources for a New Century**" which was published by The Project for a New American Century in **September 2000**, a year before 9/11. On page 51, it is stated that *"the process of transformation, even if it brings revolutionary change, is likely to be a long one, absent some catastrophic and catalyzing event - like a new Pearl Harbor"*!

Could he be psychic? Might he have been issuing a warning or giving a public coded message of his intent?

System Planning Corporation's main claim to fame is the Flight Termination System (FTS), which allows the takeover of an aircraft prior to flight or in flight. It allows the remote control of up to eight planes by one controller. Rather than my explanation, I give you System Planning Corporation's own website.

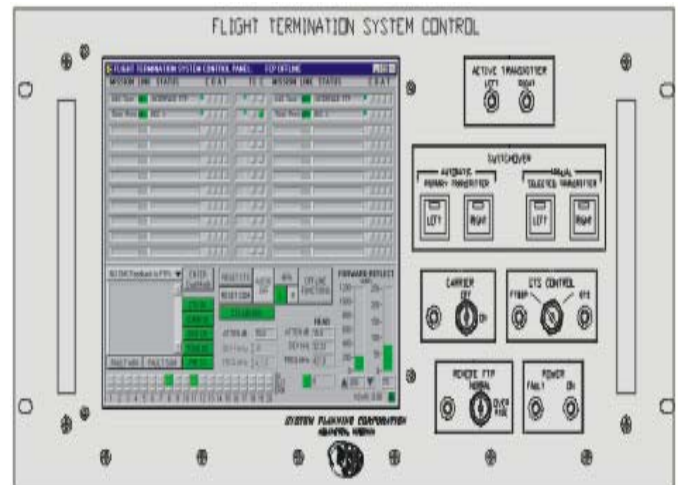


Flight Termination System

System Planning Corporation is proud to offer the Flight Termination System (FTS), a fully redundant turnkey range safety and test system for remote control and flight termination of airborne test vehicles. The FTS consists of SPC's Command Transmitter System (CTS) and custom control, interface, and monitoring subsystems. The system is fully programmable and is flexible enough to meet the changing and challenging requirements of today's modern test ranges.

The FTS is generally deployed in one of two configurations:

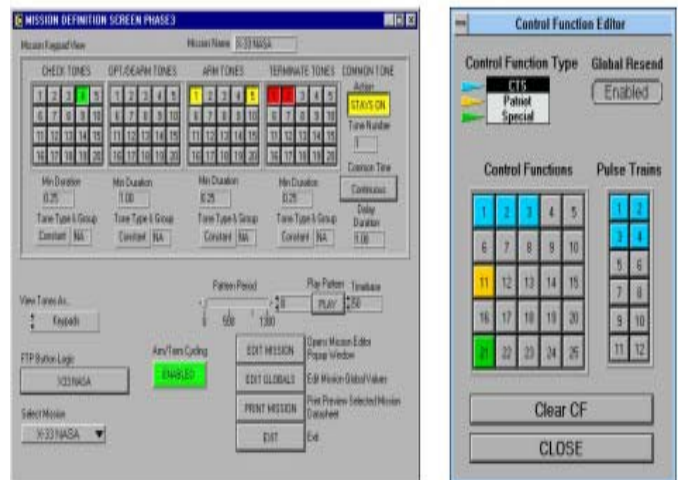
- Multi-Site System: a network of multiple CTS units spread over a large geographic area
- Multi-Control System: multiple operator consoles sharing control of a single CTS unit



Multi-Site System

Because many installations require several remote CTS units that can be controlled from either the remote site or a centralized site, the FTS has been developed to control a fully redundant automated network of transmitters. The system can be configured to operate as a single local site or with up to eight remote sights over an extended range. Each CTS unit may be controlled locally (manually), or as part of the larger FTS system. The fully redundant central control unit also supports either manual or automated modes of operation.

Mission logging is performed by the Range Monitor, an



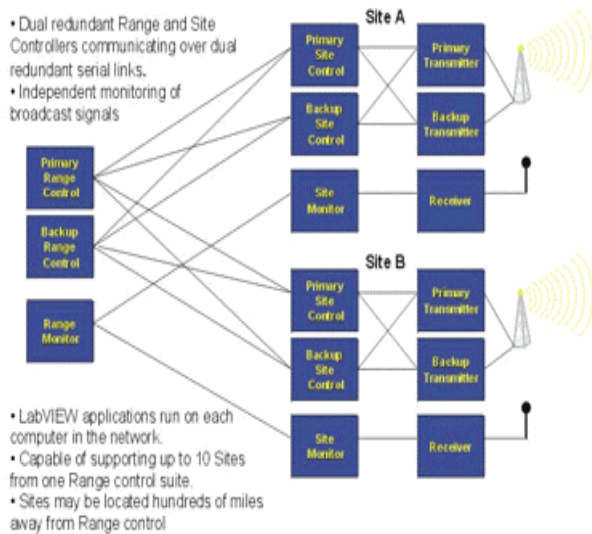
independent subsystem which monitors commands to the CTS as well as transmitted RF tones. All activity is recorded for post-mission analysis.

One of FTS's major strengths is its flexibility. A fully programmable command library provides a variety of mission-specific command tones in addition to the required Command Destruct sequence.

Multi-Control System

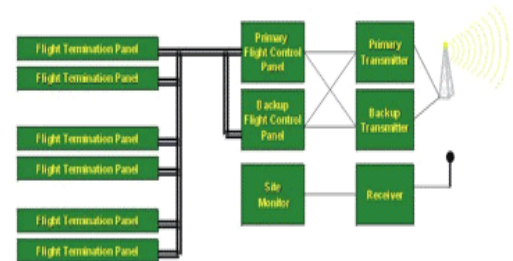
FTS also allows multiple missions to be run simultaneously with a single CTS unit. In this mode, multiple operator stations share control of the transmitter unit. The FTS control software ensures that the multitasking of the CTS unit is performed seamlessly and is completely transparent to the operators.

Multi-Site, Multi-Transmitter Range Remote Control



Multi-Control Configuration

- 1U rack mounted Flight Termination Panel provides operator control
- Flight Termination Panels situated within mission operations, range safety offices, up to 10km from Flight Control Panels
- Multiple FTPs on a dual redundant multi-drop serial bus



- LabVIEW applications run on each computer in a private, Windows NT TCP/IP network.
- Dual redundant Flight Control Panels maintain operation of transmitters.
- Independent receiver monitors broadcast signals, can report confirmation of commands to operator FTP readouts

Control Software

FTS Control Systems feature a LabVIEW-based graphical user interface (GUI) that can be easily customized to suit specific requirements. FTS software automatically coordinates communication and control among range-control subsystems, site-control subsystems, and CTS units. The user-friendly interface is simple and straightforward, yet provides considerable power and flexibility.



Multi-Site Control Screen

CTS Control Screen

Features and Specifications

Mission Programmability	<ul style="list-style-type: none"> • Select active components for each mission profile* • Select mission control location
Command Programmability	<ul style="list-style-type: none"> • Support for multiple receiver formats: <ul style="list-style-type: none"> ◦ Individual tone ◦ Continuous tone ◦ Pattern • Synchronization of programs to all participating controllers via inter-unit communications • Support for future upgrades and increased capability

	though software enhancement
Command Response Time	<ul style="list-style-type: none"> • Button push to ON-AIR < 40 milliseconds*
Redundancy	<ul style="list-style-type: none"> • Dual controller system with seamless manual or automatic switchover on fault detection • Automatic recovery of restored communication paths • Dual paths for operator commands and carrier controls
Fault Detection/Indication	<ul style="list-style-type: none"> • Visual & audible alarms • Controller communication link fault detection • Detection of CTS internal faults • Communication between subsystems uses packetized messages with error detection (16-bit CRC)
System Monitoring	<ul style="list-style-type: none"> • Display and recording of OFF-AIR or closed loop carrier and tone decode activity • Monitoring of carrier power (dBm) and modulation deviation (kHz) at 67 Hz rate • Recording of all operator inputs

	<ul style="list-style-type: none"> • Log of communications with each participating controller identified <ul style="list-style-type: none"> ◦ Records include all message interchanges with corrupted data packets highlighted**
User Interface	<ul style="list-style-type: none"> • User-friendly GUI • Ability to save and recall setups • Visual system interconnection diagram with real-time monitored data (at transistor level):** <ul style="list-style-type: none"> ◦ Amplifier temperature and current draw** ◦ Power, voltage**
Security	<ul style="list-style-type: none"> • Three levels of password protection on all control and monitor computers

* Multi-site configuration

** Multi-control configuration

Download brochure for [complete system](#) or [RF subsystem](#).

***** An ISO 9001:2000 Certified Company *****



***** Over 30 Years of Excellence *****

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For more information on radar products and services, contact

radar@sysplan.com

Command Transmitter System

System Planning Corporation's Command Transmitter Systems (CTS) provide remote control and flight termination functions through a fully-redundant self-contained solid-state system.

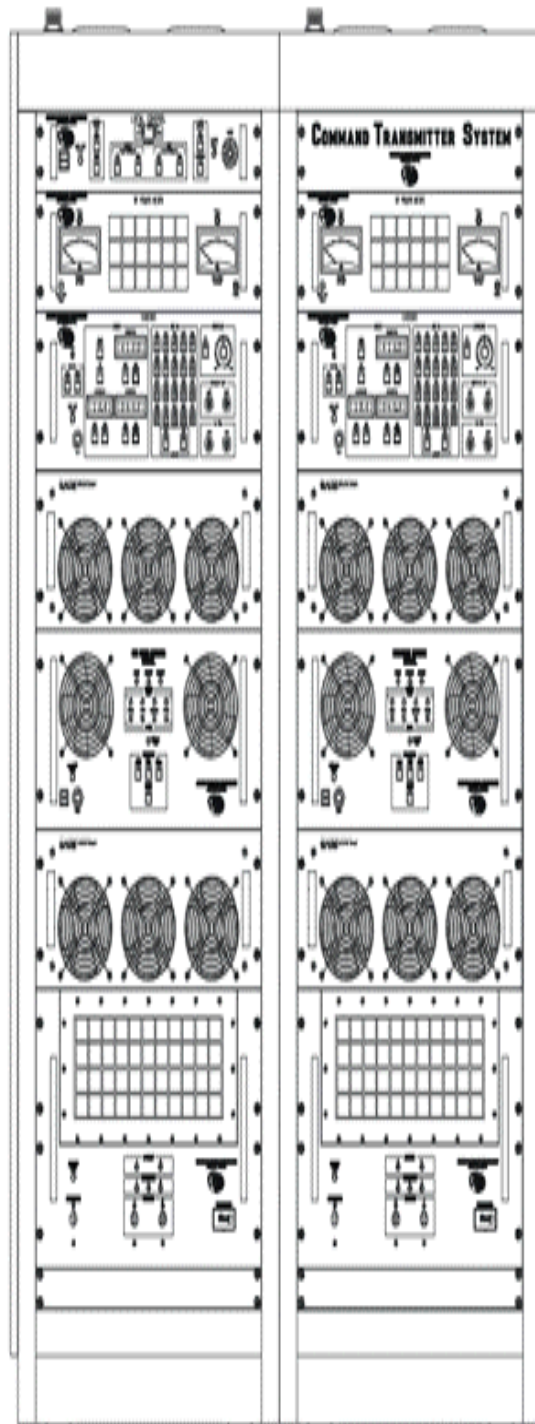
Exciter

The exciter incorporates state-of-the-art Direct-Digital-Synthesis technology to simultaneously generate an RF carrier and up to 6 of

20 available standard IRIG-B tones. It has 20 watts of output power and an internal ferrite isolator. The exciter may also be used as a standalone unit.

High-Power Amplifier

The high-power amplifier (HPA) is solid-state, dependable, and cool running, allowing continuous 1-kW output power at temperatures from 0° to 50°C, and from sea level to 30,000 feet AMSL. The Command Transmitter System is MIL-STD-461C qualified and designed to military standards for high



MTBF and continuous 24-hour-per-day operation.

State-of-the-art CMOS micro-controllers provide full fault detection and reporting. High-power ferrite isolators allow full-power operation with antenna VSWRs up to 2:1.

The HPA is designed for graceful degradation, which allows high-output power operation even with several amplifier modules inoperative. As an optional feature, each HPA subsystem is provided with an RF switch matrix that allows real-time

replacement of HPA units.

External modulation inputs may be used to modulate the transmitters with externally-generated tones from 10 Hz to 100 kHz.

The system can be switched automatically or manually between transmitters. Automatic switching to the redundant system is completed in less than 5ms upon detection of an internal fault or at preset RF power thresholds. The system is mounted in two standard 60"-high racks for easy installation in mobile platforms. The roller-

bearing, tiltable rack slides
allow easy access within
the chassis for low MTTR.
CTS generally ships with
front panel button
operation for broadcast
frequency and tones. Add-
on options are available
from SPC for remote
control features. For more
information on an
integrated control system,
see SPC's Flight
Termination System

Download a [CTS](#) brochure.

CTS Specifications	
Performance Feature	CTS Specification

Frequency Range:	400-550 MHz in 100-kHz steps
RF Output Power:	Exciter: 20 Watts; HPA: 1 kW
RF Power Control:	1-dB steps, 60-dB total range
Permissible Antenna VSWR:	> 2:1 continuously, 50 ohms nom.
Harmonics:	< -50 dBc at 1 kW
Spurious:	< -80 dBc at 1 kW
Modulation:	FM
Deviation:	± 300 kHz
Modulation Range:	Internal: 7.5-73.95 kHz (IRIG-B tone frequencies)
	180-228 VAC 3-phase Wye connection, 47-63 Hz; 5 kVA maximum per rack, two connectors required (supplied); entrance at bottom center

	<p>of each rack</p> <p>Local Control, RF Power Monitor, and Exciter are supplied 120 VAC nom. single-phase by the HPA power supply</p>
Cooling:	Forced air; all exhausts through rear panels
Controls and Indicators	
Local Control:	<ul style="list-style-type: none"> • Automatic or manual • Either transmitter as primary or secondary Local/Remote • Alarm reset and audio alarm disable • System fault • Overtemperature fault • Power on/off
RF Power Monitor:	<ul style="list-style-type: none"> • Forward and reflected RF output power level • Forward and reflected RF output power fault • Overtemperature

Exciter:	<ul style="list-style-type: none"> • Local/Remote • Carrier enable, carrier on • RF output power attenuator • RF carrier frequency • Selected audio tone (up to 6 of 20) • Deviation • Deviation monitor • Compressor on/off and limit set • Overtemperature fault • Power on/off
HPA:	Overtemperature
HPA Power Supply:	<ul style="list-style-type: none"> • Line power (indicators) • System power (circuit breaker/switch) • HPA 28-volt power (circuit breakers/switches, Indicators) • Overtemperature
Dimensions:	2 standard 19" racks, 32" deep and 60" high
Antenna	Female type LC, mounted on left-rear upper

Connectors:	rack surfaces
Weight:	Approx. 800 lb/rack

This establishes the FACT that the ability to remotely seize control of planes, with one controller controlling up to eight planes, was in place almost two years before 9-11! This could possible explain why the plane made two turns in excess of six G's and one over seven G's when the pilot would have black out around six times the force of gravity. It might explain why it had no windows, and had a 737 engine in it. There are a lot of strange anomalies that might very easily be explained if it was a different plane under remote control.

While doing continuing research on this book I came across this report by Professor AMPARO SACRISTÁN CARRASCO at the University School of Mataró, Barcelona, Spain, dated March 26th 2003.

PATRONAT MUNICIPAL DE L'ESCOLA
UNIVERSITARIA POLITÈCNICA DE MATARÓ

ANALYSIS OF THE IMAGES OF 11 SEPTEMBER 2001

OBJECTIVES OF THE ANALYSIS

To verify the possible presence of objects on the underside of the fuselage of the second plane involved in the attack in New York on 11 September.

PURPOSE OF THE ANALYSIS

The images obtained in the news report on the attack show certain changes in luminance on the underside of the fuselage. Because all commercial airliners have a cylindrical fuselage, in principle, these variations in luminance make no sense.

In order to try to explain what can be seen with the naked eye, the images were digitally processed, without altering the information, to account for the changes in luminance.

ANALYSIS PROCESS

The images supplied by R R were converted to grey levels in order to process them more rapidly. The images were also cropped for greater efficiency, leaving only the area of interest (the aeroplane).

Each image was processed in the same way – *contour detection* – employing three standard algorithms commonly used in digital image processing:

1. Algorithms to detect the contour along the direction of the gradient, approximating the first derivative function of the image.

2. Algorithms to detect sudden changes in image intensity. The first derivative function of the image has a maximum or minimum in the contour position and the second derivative will be zero in the same position.

The applied gradient-direction-based algorithms were: SOBEL and PREWITT. While those based on the second derivative, considered Laplacian and Gaussian functions.

The results for each image are summarised in figure 1, figure 2 and figure 3.

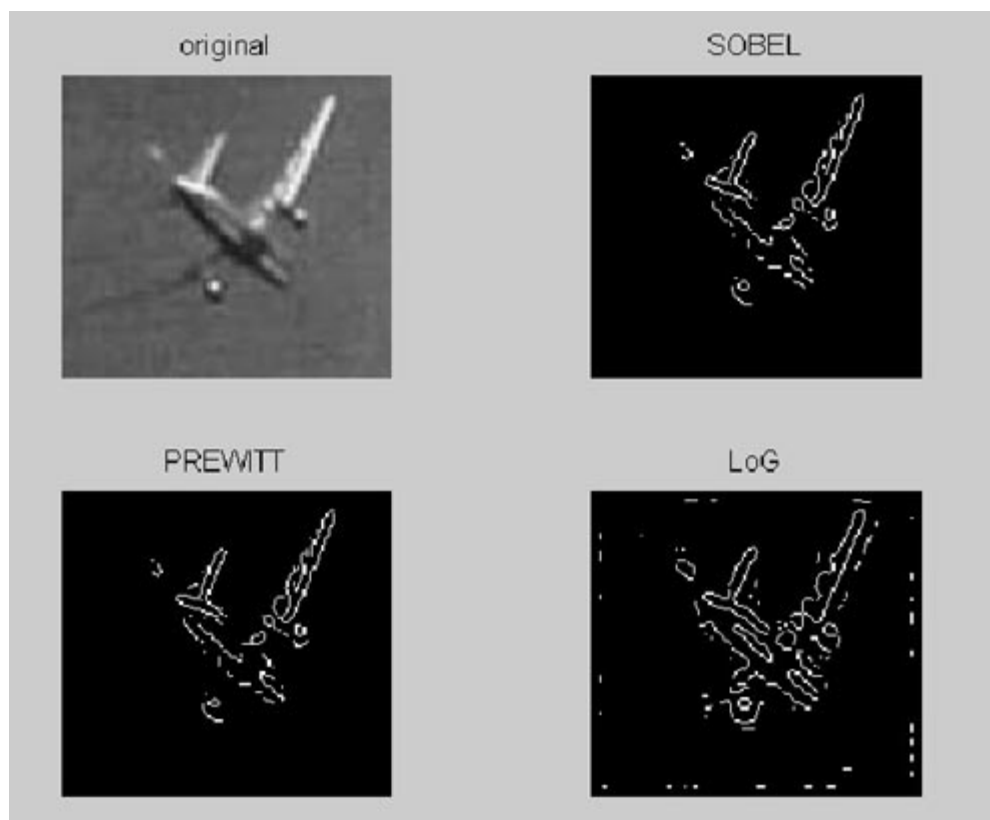


Figure 1: Presence of two cylindrical objects on the underside of the fuselage.

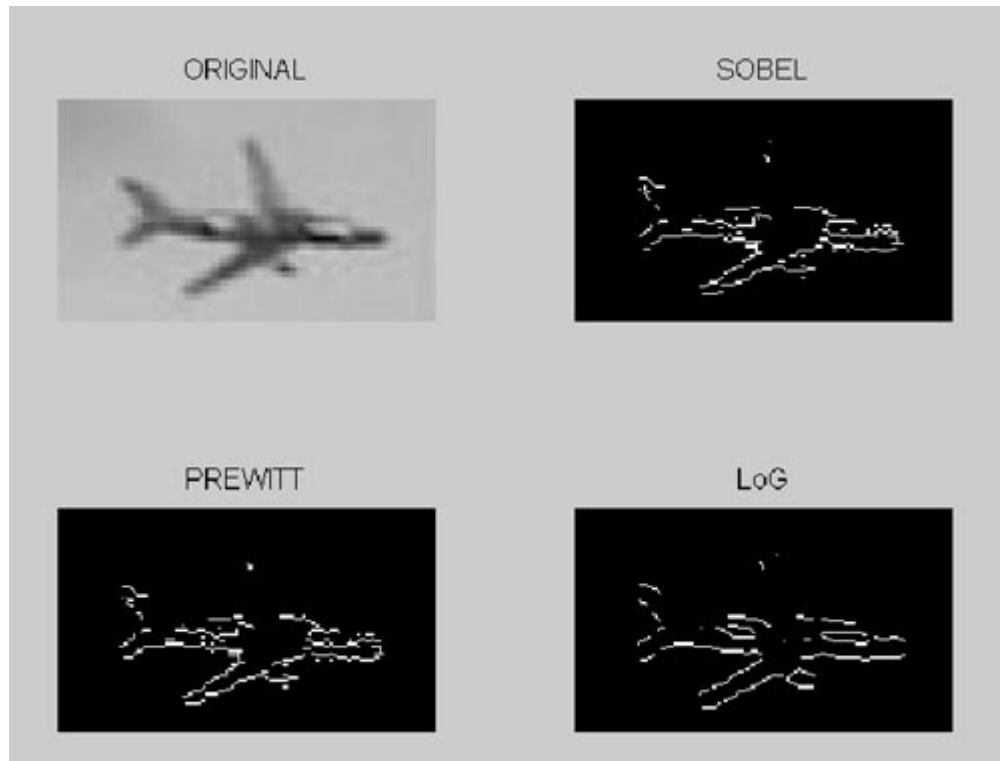


Figure 2: Presence of the same cylindrical objects (from another vantage point).

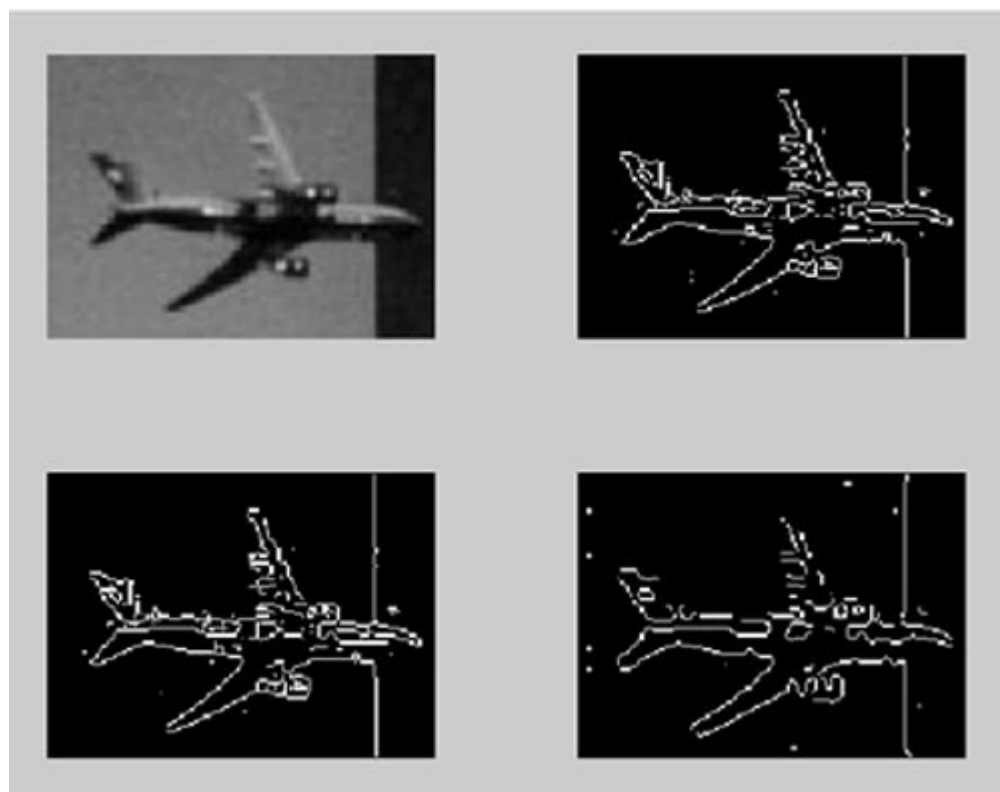


Figure 3: Presence of two cylindrical objects on the underside of the fuselage.

The simulations were performed using functions included in the ToolBox to the Matlab 6 (release 12) image processing software.

The same process was used on two photographs of a Boeing 767-300, giving the results shown in figures 4 and figure 5.

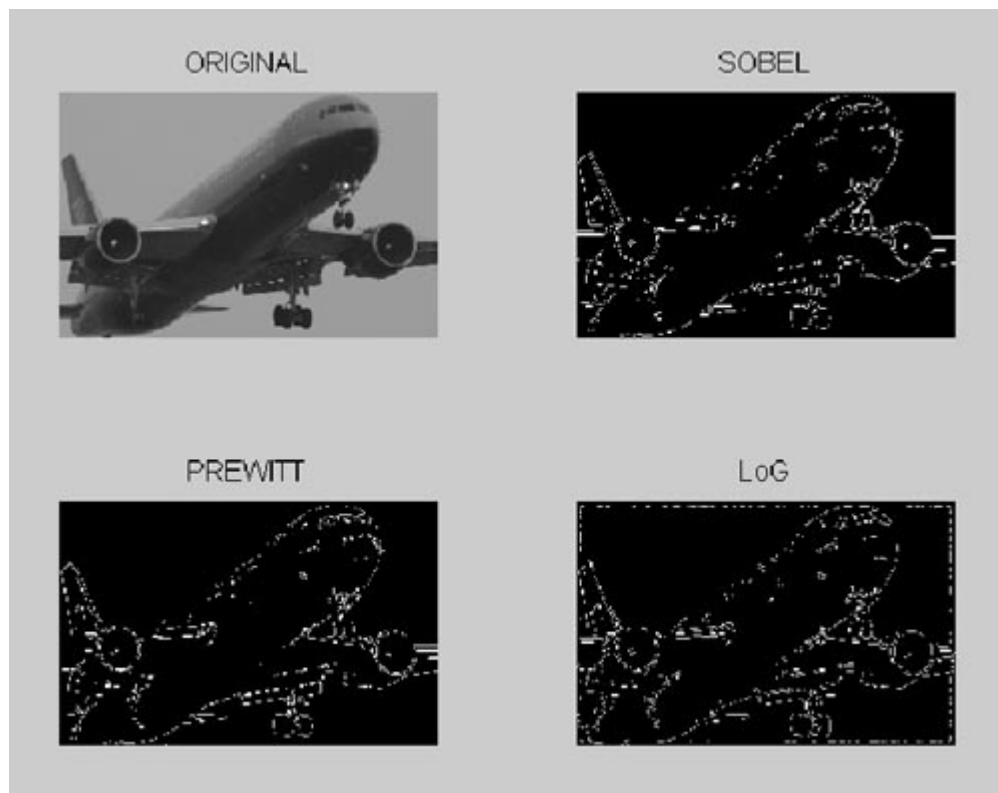


Figure 4: A Boeing 767-300 taking off.

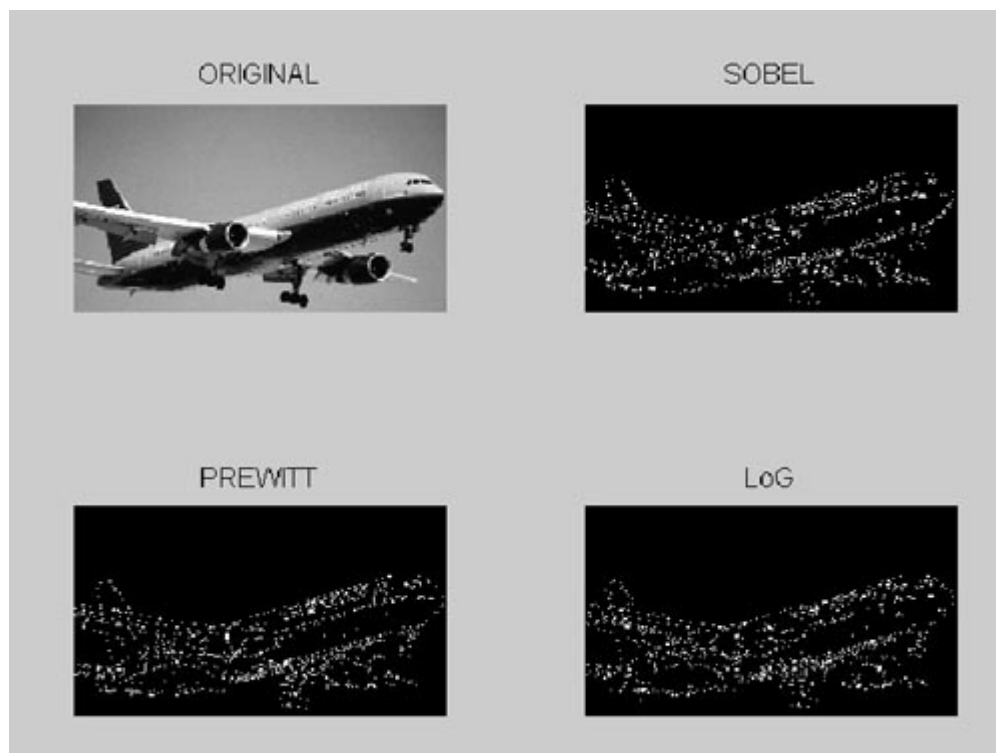


Figure 5: A Boeing 767-300 flying with its landing gear down.

CONCLUSIONS

The same analysis has been performed on various images. The selected images are fragments of photographs of the attack on 11 September and a Boeing 767-300.

The studied images are taken from different angles of observation.

The detected cylindrical objects cannot be due to shadows caused by the angle of incidence of the sun on the plane, because they always appear to be the same shape and size, though with varying luminosity.

The detected objects have varying luminosity around them because they are in relief (this is the only possible explanation).

The detected objects are clearly distinct from the landing gear.

AMPARO SACRISTÁN CARRASCO

PROFESSOR AT THE UNIVERSITY SCHOOL

Mataró (Barcelona, Spain), 26 March 2003

So now we have proof that the anomalies we saw in earlier pictures were something other than what is supposed to be there. What? Here is the answer courtesy of www.Rense.com

By Jon Carlson

carlson.jon@att.net

3-20-5

A SECOND Avionics specialist has detected a SECOND REMOTE CONTROL ANTENNA on the airliner that was crashed into the South Tower. She agreed with the other avionics expert that the blade antennas circled in yellow are not found on a commercial airliner. In the photo, note the yellow-circled area on the Tail section. Called a PLANAR PHASED ARRAY ANTENNA it replaces a dish satellite antenna that would be impossible to lock on to in a fast moving aircraft.

Excerpts from her emails:

* The blade antennas (circled in yellow) in the photos look too large to me to be a standard VHF type aircraft blade. The size would indicate a lower frequency... they could be high gain microwave antennas.

* Microwave is highly directional but the very short wavelength would

make very fine control possible.

* I concur with your assessment re: anomalous antennas shown in 9-11 photograph. I was involved in downlink telemetry and guidance for years/
* I had not seen the photo before that you analyzed, but they certainly look like VHF (or perhaps even lower frequency HF) blades (antennas). The planar antenna on the vertical stab (Tail section) is also very interesting. It looks like they just glued it to the stab (Tail section), no concealment at all....what arrogance! They didn't seem to take a lot of time to conceal the avionics, someone must have felt that there was not a significant risk of the A/C (aircraft) being photographed, and the speed would blur the image if it was photographed.

* A planar antenna is a flat plane antenna (like a pizza) and the one that I'm talking about appears to be on the vertical stabilizer (vertical fin). It could be a logo, but it doesn't look like a UA logo. I WISH that we had the technology to define the picture further, perhaps using adaptive neural artificial technology..... way out on the bleeding edge
HER WISH IS MY COMMAND! (End of article).



So here we have not theory, but hard evidence that this plane was under remote control. The technology was there two years before 9-11, and now here is the proof they utilized it.

Below are listed six Air Force bases in less than twenty miles that had fighters that could have been scrambled and intercepted the jets within minutes of the time reported. There are at least another 20 bases within a 500-mile radius.



F-15

we are officially told fly almost mach

3, 1,875 mph and could have been there in very short order. Do the math yourself.

1. Andrews AFB [11 miles SE of DC].
2. Bolling AFB [3 miles south of US CAPITOL].
3. Dover AFB [3 miles southeast of Dover, Delaware]
4. Hanscom AFB [17 miles northwest of Boston]
5. Langley AFB [3 miles north of Hampton, VA]
6. McGuire AFB [18 miles southeast of Trenton, NJ]

This shows not an inability to intercept any of the hijacked airliners, but a plan or order to keep them from it. The idea that the Air Force was incapable of bringing down these planes before they hit their targets seems less and less likely. We are told our government didn't act. In fact if our government had done nothing, FAA and the Air Force would have followed Norman protocols and would have intercepted the jets, the towers would still be standing and 3000 people would have NOT been killed.

Chapter 5 The Plot Thickens

In a story dated Wednesday 7th November 2001 we read:

US agents told to back off bin Ladens

The BBC says that America's special agents backed away from the bin Laden family soon after George W. Bush became president.

Agents were also told to back off the Saudi royals - although that has all changed since September 11.

The findings come from documents obtained from the FBI investigation of the US terror attacks by the Newsnight programme.

The papers show that despite the myth that Osama is the black sheep of the family, at least two other American-based members of it are suspected of links with a possible terrorist organization.

Newsnight says it has uncovered a long history of shadowy connections between the State Department, the CIA and the Saudis.

The former head of the American visa bureau in Jeddah from 1987 to 1989, Michael Springman, told the programme: "In Saudi Arabia I was repeatedly ordered by high-level State Department officials to issue visas to unqualified applicants.

"People who had no ties either to Saudi Arabia or to their own country. I complained there. I complained here in Washington to Main State, to the Inspector General and to Diplomatic Security and I was ignored."

He added: "What I was doing was giving visas to terrorists - recruited by the CIA and Osama bin Laden to come back to the United States for training to be used in the war in Afghanistan against the then Soviets."

The US allegedly wanted to keep the pro-American Saudi royal family in control of the world's biggest oil spigot, even at the price of turning a blind eye to any terrorist connection - so long as America was safe.

The programme said the younger George Bush made his first million with an oil company partly funded by the chief US representative of Salem bin Laden, Osama's brother, who took over as head of the family after his father Mohammed's death in a plane crash in 1968.

Story filed: 03:10 Wednesday 7th November 2001

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FBI Deputy Director O'Neil reportedly resigned not long before 9-11 because the Bush Administration forced the FBI to "back off" on their

investigations of terrorism in the Middle East. Director O'Neil claimed that the main obstruction was the interests of American Oil Companies. It was decided it would be best for him to quietly resign rather than press the issue of Bush family involvement with the Bin Ladens and terrorism in the Middle East. Conveniently for President Bush, Mr. O'Neil went to work for the WTC in security (the security firm run by Marvin Bush the Presidents brother) and was killed on 9-11.

Osama Bin Laden was a CIA asset in the Regan/Bush era. He was a "freedom fighter" in Afghanistan against Russia. He and the Taliban were CIA creations, not unlike Saddam Hussein, who was a CIA assassin in 1949. It was his job it to kill the ruler of Iran although he failed miserably. He still would stay in the good graces of the CIA, to later become leader of Iraq.

Osama Bin Laden's father, Sheik Mohammad Bin Laden, was involved with George Herbert Walker Bush in oil. Oddly enough he died in a plane crash in Texas in 1968, prior to visiting the Bushes. The Bin Laden family was also involved as the principal stockholders of the Carlyle Group and Bush Sr. was on the board of directors. The Bin Ladens were no strangers to hob-knobbing with the Bushes either. Sheik Salem Bin Laden (Osama's brother), like his father, also died in an airplane crash in Texas in 1988 just after a visit. The very idea that President George Bush's oil

company was also connected with the Bin Laden family came as no surprise. These facts of close ties with Osama, the man blamed for 9-11 and other terrorist attacks, was and is not the best for public relations of the Bush family.

Another point I'd like to make here is that Osama Bin Laden was on the most wanted list of terrorists for a number of years before 9-11 for two truck bombings and the bombing of the USS Cole killing US Service men. Oddly enough he was in a US Hospital bed in Dubai with failing kidneys. The only visitors he had in his suite of rooms were his family and the Station Chief of the CIA. (Source French daily Le Figaro Oct.31, 2001)

If that had been you or I, we would have either been dead or handcuffed, chained, bound and gagged to the bed. Yet Osama walked unscathed out of the hospital with two portable dialysis machines. How is he powering them in the caves of Afghanistan? I haven't seen many caves wired for 110 or 210. I guess he's hauling a generator around the mountains of Afghanistan.

Then there is the fact, a great little showstopper, that while all US flights were still grounded, the Bin Laden Family members in the US were all picked up in limos under great security, taken to an airport and flown out of the country when all other flights couldn't move.

Now there also is the fact that someone made big bucks on stock trading just before 9-11. Here is an article sent me on the subject. (Thanks Angie!)

Between August 26 and September 11, 2001, a group of speculators, identified by the American Securities and Exchange Commission as Israeli citizens, sold "short" a list of 38 stocks.

Short selling of stocks involves the opportunity to gain large profits by passing shares to a friendly third party, then buying them back when the price falls. Historically, if this precedes a traumatic event, it is an indication of foreknowledge.

Adam Hamilton of Zeal LLC, a North Dakota-based private consulting company that publishes research on markets worldwide, stated that "I heard that \$22 million in profits was made on these put options..."

Most of these transactions were handled primarily by Deutsche Bank-A.B.Brown, a firm which until 1998 was chaired by A. B. "Buzzy" Krongard, who later became executive director of the CIA.

An article in the Sept. 28, 2001 edition of the Washington Post stating that officials with the instant messaging firm of Odigo in New York confirmed that two employees in Israel received text messages warning of an attack on the WTC two hours before the planes crashed into the buildings! The firm's vice president of sales and marketing, Alex Diamandis said it was possible that the warning was sent to other Odigo members.

A Beirut television station reported that 4,000 Israeli employees of the WTC were absent the day of the attack.

Finally, on Sept. 22, the New York Times stated "There were, in fact, only three Israelis who had been confirmed as dead: two on the planes and another who had been visiting the towers on business and who was identified and buried."

On Sept. 6, 2001, the Thursday before the tragedy, 2,075 put options were made on United Airlines and on Sept. 10, the day before the attacks, 2,282 put options were recorded for American Airlines. Given the prices at the time, this could have yielded speculators between \$2 million and \$4million in profit.

Odigo had headquarters two blocks from the WTC. The Odigo employees, however, did not pass the warning on to the authorities in New York.

Seems there are more ways to profit than just the war. All again pointing to prior knowledge by those who decided to do a little “ insider trading.”

Now we come to the fact that many different agencies and people in the administration claimed they had no prior knowledge of the events of 9-11. However, they would have us believe it was just the largest intelligence failure in US history. Intelligence failure indicates they knew something but didn't share the information. I don't even think that they think we're that stupid when German intelligence, the BND, warned the CIA and Israel in June 2001 that Middle Eastern terrorists are "planning to hijack commercial aircraft to use as weapons to attack important symbols of American and Israeli culture." (Source: Frankfurter Allgemeine Zeitung, Sept. 14, 2001)

Of course “no one ever knew anything” of what was going to happen on 9-11. To say so must mean “you don't love your country”. Garbage! Let truth rule.

Russian intelligence notifies the CIA during this summer that 25 terrorist pilots have been specifically training for missions involving hijacked airliners. This is reported in the Russian press and was translated by a retired CIA officer. (Source: Izvestia, Sept. 12, 2001)

The Honolulu Control Facility National Air Traffic Controllers Assoc. on June 23 issued warning memos of Osama Bin Laden plans to carry out "Project Bojinka," high-jacking planes and crashing them into American landmarks.

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**HONOLULU CONTROL FACILITY
NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION**

Safety is our business, and business is good

mirrored from: http://www.hcfhawaii.com/news/terror_risk.htm

AIRJET AIRLINE WORLD NEWS -- AJN 23JUN2001 23:00 UTC

*** U.S. Airlines may be a terror risk over next 3 days

WASHINGTON - 23JUN2001 (AirlineBiz.Com) With U.S. Gulf forces already on high alert, the U.S. State Department is expected to issue a travel advisory shortly warning Americans traveling overseas to be on their guard.

Videotapes allegedly show Osama bin Laden threatening to attack U.S. interests in the region. Indictments against 13 Saudi nationals and one Lebanese, charging them with killing 19 US servicemen at a military base in Saudi Arabia in 1996 appears to be the catalyst.

With the announcement of the indictments, U.S. Attorney General Ashcroft noted how terrorists are targeting the United States. "Americans are a high-priority target for terrorists," he said.

In recent years, U.S. citizens have found themselves the target of several attacks by the terror network of Osama bin Laden. One such attack involved a plot to destroy 12 U.S. airliners in Asia.

A jury found Ramzi Ahmed Yousef the alleged mastermind of the scheme, and two other defendants, guilty on all counts. Yousef is also the alleged mastermind of the 1993 bombing of the World Trade Center and is also linked to schemes to assassinate President Clinton and the Pope.

Just prior to the attack of the Saudi military base, officials uncovered the plot to blow up 12 U.S. airliners on January 6, 1995 when a fire broke out in a Manila apartment.

During the trial a Secret Service agent testified that Yousef boasted during his extradition flight to New York that he would have blown up several jumbo jets within a few weeks if his plan had not been discovered. The government said the defendants even devised a name for their airline terror plot named, "Project

Bojinka."

Tapes played in court showed the defendants talking about how much they enjoyed killing Americans. In a test run, a bomb was placed on a Philippine Air Lines 747 flight to Tokyo. It exploded, killing a Japanese passenger.

The Arabic satellite television channel MBC has reported, "the next two weeks will witness a big surprise."

A reporter of MBC said, "A severe blow is expected against U.S. and Israeli interests worldwide." MBC said the reporter met with Osama bin Laden two days ago in Afghanistan.

"There is a major state of mobilization among the Osama bin Laden forces. It seems that there is a race of who will strike first. Will it be the United States or Osama bin Laden?" the correspondent said.

June 25 is the fifth anniversary of the 1996 bombing of the Khobar Towers bombing which killed 19 U.S. servicemen. Bob Monetti, President of the Victims of Pan Am Flight 103 said, "I hope the airlines are watching this situation closely."

Mr. Monetti, who lost his son Rick on Pan Am 103, is also a special advisor to the FAA on security related matters. Monetti is hopeful about the progress that has been made since the bombing of Pan Am 103.

However, Monetti expressed serious concern about the abilities of the airlines to stop a terrorist organization from carrying out their plans as promised. Monetti noted that Osama bin Laden has had several terrorist targets over the years and not all of them have been military.

"The airlines are at risk -- They need to take all appropriate measures and counter-measures to ensure the safety of their passengers," Monetti said.

Airline News Wire: <http://AirlineBiz.com/wire>

July 2001 - FBI agents in Arizona write a memorandum warning about suspicious activities involving a group of Middle Eastern men taking flight-training lessons in Phoenix. The memorandum specifically mentions Osama bin Laden and warns of connections to terrorist activities. [Source: The New York Times, May 14, 2002]

Aug. 11 or 12, 2001 , U.S. Navy Lt. Delmart "Mike" Vreeland, jailed in Toronto on U.S. fraud charges and claiming to be an officer with U.S. naval intelligence, writes details of the pending WTC attacks and seals them in an envelope, which he gives to Canadian authorities. [Source: The Toronto Star, Oct. 23, 2001; Toronto Superior Court Records]

Sept. 9, 2001 - President George W. Bush is presented with detailed war plans to overthrow Al Qaeda, according to U.S. and foreign sources speaking to NBC News. [Source: MSNBC, May 16, 2002. Thanks to Prof. Peter Dale Scott]

Sept. 10, 2001 - According to Newsweek, a group of top Pentagon officials suddenly cancelled travel plans for the next morning, apparently because of security concerns. [Source: Newsweek, Sept. 24, 2001]

Sept. 10, 2001 - The Houston Chronicle reports the FBI was notified of a fifth grader from a Dallas suburb who told his teacher, "Tomorrow, World War III will begin. It will begin in the United States, and the United States will lose." The Chronicle was not clear on specifically when Garland, Texas school officials told the FBI about the incident, but it was some time between Sept. 13, 2001 and the story's publication date of Sept. 19, 2001. [Source: Houston Chronicle, Sept. 19, 2001]

Sept. 10, 2001 - San Francisco Mayor Willie Brown received a call from whom he described as "his security people at the airport" just hours before the terrorist attacks "advising him that Americans should be cautious about their air travel," as reported by the San Francisco Chronicle. Mayor Brown was scheduled to fly to New York from San Francisco International Airport. The Chronicle stated he told them the call "didn't come in any alarming fashion, which is why I'm hesitant to make any alarming statement." (Source: San Francisco Chronicle, Sept. 12, 2001).

Now comes a real biggie: Alex Jones interviewed David Shippers on his show. David Shippers is the former Chicago DA that fought the mob successfully for 5 years putting many of them away. He is also the man who brought the impeachment charges against Bill Clinton.

Excerpts from The Alex Jones Show 10/10/01 www.infowars.com
(Thank you Alex!)

"AJ: Again, David Shippers, you are big in Washington, you were the top lawyer that got Clinton impeached, you are highly respected, you know the Senators, the Congressmen. You're calling up. You've got these FBI agents and others feeding you this information. They're being pulled off the cases, they're angry. That's even been in the news now, from Minnesota and Florida and Illinois. They know what's going to happen. The Sudanese in '96 and '98 tried to arrest Bin Laden for Clinton, tried to give us the names of Al Qaeda, Clinton wouldn't take it.

DS: Didn't want any part of it.

AJ: Wouldn't touch it. So we've got all this developing. We've got police officers and FBI on the ground who know who bombed Oklahoma City. They've got them in custody with blue jogging suits and bomb-making components. They are ordered to release them. All of this is unfolding - 3500 to 5000 Iraqi Republican Guard (living near OKC), we know there is a Saddam/Iraqi connection here - I mean they knew this. Why in the world, David Shippers, did they allow this to take place?

DS: I'll tell you something. This one of the things that, to me, it is almost inconceivable, inconceivable that with the knowledge they had that they would turn their back. Just assume that they had investigated and gone in after the Oklahoma City bombing, as they are doing now. There never would have been an attack on the Trade Towers. If they had done, 5 to 6 years ago what they are doing now, they probably would have had Bin Laden and that gang all stopped by now. But, I don't know, as a human being, as a former prosecutor, as a lawyer and a guy who represents police and agents all over the United States, it is inconceivable to me that those bureaucrats in Washington would turn their back on the obvious for their own purposes.

AJ: We're talking to David Shippers. We're discussing FBI agents across the country having prior knowledge of the attacks, trying to get these guys arrested or even to get a warrant, knowing they were associates of Bin Laden, others being trained at the Pensacola Naval Air Station, Clinton not wanting the names of Al Queda when they had the chance, there is so much evidence of prior knowledge. How did this happen with the Bush administration, when you are trying to get to Ashcroft and telling them that they is a plan to attack lower Manhattan very soon and what was the intel you were getting from these agents?

DS: Well, a lot of this wasn't coming from the agents. When the bomb hit (WTC attack) and everybody said we have to find the money (trail) and stop the money. The only place the money was actually identified and stopped was in Chicago. There was actually a lawsuit, a case filed here in Chicago, in which money that had been earmarked for Hamas, to be used for terrorism, was grabbed by the United States government - and seized and forfeited, and that was here in Chicago.

AJ: But that agent had to go through a lot of grief to get that done.

DS: An agent actually filed the affidavit. I'm not talking about anything that is confidential. This agent here in Chicago filed the affidavit where he laid out the whole way that the money moves, the way that it is handled, how it comes out of the middle east into Chicago area and into the United States, how it is covered, how the operatives are covered, how the money is transferred back and where it's kept while its here. And that affidavit ran like 30 pages - laying it out. And he had to go through hell on earth in Washington, he had to fight like a tiger - everybody in his own bureau and in the Dept. of Justice was against him - and still is.

AJ: Now the FBI agents in Minnesota knew about this and had the evidence but they couldn't even get a wiretap or a warrant to search these guys.

DS: Exactly.

AJ: We're talking about some of the actual hijackers.

DS: Exactly. And this woman who was talking to me, she had other contacts, who were in Naval Intelligence and other areas, and she was reporting that there was one of these terrorists who was involved in the bombing in Oklahoma City - was working at the Boston airport. A friend of mine who happens to be an agent had information that there were Hamas operatives working in baggage and areas at O'Hare Airport with free access to any part of the airport. But no one would listen. They just said it's not true, it can't happen that way. I'll tell you something. I don't know if it was because Clinton and his boys didn't want the United States to realize that Flight 800 was a terrorist attack and that Oklahoma City was a terrorist attack because they didn't want to admit that the intelligence of the United States was totally destroyed.

AJ: And now we find out that weeks and months before he had the news, the feds, the investigators telling him these terrorists are all over the place ... Now David Shippers, the knowledge, the information, you told me yesterday on the phone that it was lower Manhattan, months before, you are trying to get into see Ashcroft, they wouldn't let you do it. What were the reports you were getting about the attack on lower Manhattan?

DS: The original report that I got was that they had arranged for three attacks on the United States - one, they were going to take down an airline; two, they were going to attack a federal facility in the heartland of the United States; and the third one was going to be a massive attack in lower Manhattan.

AJ: The first was TWA 800, then Oklahoma City...

DS: The original intelligence that was reported to me, and this was not first hand obviously, that the original plan was a suitcase nuclear weapon."

One of the most important things to remember is David Shippers is not some lightweight pantywaist. He has taken on some major adversaries and won, and is well known by the Justice Department.

Add this up in your mind. A credible attorney contacts Attorney General Ashcroft's office to report that he has information that terrorists have a plan

in motion (Project Bojinka), and are going to hijack airliners full of fuel and crash them into Manhattan and Washington, DC. He does not stop there; he takes the same information to Secretary of Defense Rumsfeld's office all TWO MONTHS BEFORE 9-11! Not to mention a few congressmen and senators that have been friendly to him in the past. He even got ONE call from the Senate Intelligence Committee saying "We hear that you've got information for us." They didn't want to hear it, and he was never contacted further.

This man has serious intelligence from two FBI agents that have had gag orders placed on them by the Justice Dept. They have been on top of two hijackers in Minneapolis, Minnesota; they were kept from tapping their phones, doing surveillance, checking their computers, not even allowing local cops to do any surveillance. Credible information ignored all the way up the chain of command. Why? They knew it was coming, and they were up to their ears in it!

Jean Charles Brisard and Guillaume Dasquie, the authors of '*Bin Laden, La Verite Interdite*' I.E. *Bin Laden, the Forbidden Truth*, are long experienced in intelligence analysis. They allege that if the Taliban had approved the construction of the pipeline as well US control over Central

Asian oil and gas reserves, this would have opened the door for economic assistance as well as political recognition of the Taliban. However, the Taliban's refusal to accept US conditions lead to American involvement to secure the region. Co-author Jean Charles Brisard stated: "At one moment during the negotiations the US representatives told the Taliban, 'either you accept our offer of a carpet of gold, or we bury you under a carpet of bombs.'"

I have laid the groundwork proving President Bush and family are well involved with oil and with close oil corporate links. Vice-president Dick Cheney was, until the end of 2000, president of Halliburton, the largest war contractor in Iraq. National Security Advisor Condoleeza Rice was a manager for Chevron between 1991 and 2000 (she even had one of their ships named after her), and Commerce Secretary Donald Evans and Energy Secretary Stanley Abraham worked for oil giant Tom Brown. They are all war profiteers that have no problem killing for riches and the spoils of war.

Colin Powell laid plans for the war in Afghanistan MONTHS prior to 9-11.

The order for war was on President Bush's desk two days prior to 9-11.

Tuesday, 18 September, 2001, 11:27 GMT 12:27 UK

US 'planned attack on Taleban'



The wider objective was to oust the Taleban
By the BBC's George Arney

A former Pakistani diplomat has told the BBC that the US was planning military action against Osama Bin Laden and the Taleban even before last week's attacks.

Niaz Naik, a former Pakistani Foreign Secretary, was told by senior American officials in mid-July that military action against Afghanistan would go ahead by the middle of October.

Mr Naik said US officials told him of the plan at a UN-sponsored international contact group on Afghanistan which took place in Berlin.

Mr Naik told the BBC that at the meeting the US representatives told him that unless Bin Laden was handed over swiftly America would take military action to kill or capture both Bin Laden and the Taleban leader, Mullah Omar.

The wider objective, according to Mr Naik, would be to topple the Taleban regime and install a transitional government of moderate Afghans in its place - possibly under the leadership of the former Afghan King Zahir Shah.



Russian troops
 were on standby

Mr Naik was told that Washington would launch its operation from bases in Tajikistan, where American advisers were already in place.

He was told that Uzbekistan would also participate in the operation and that 17,000 Russian troops were on standby.

Mr Naik was told that if the military action went ahead it would take place before the snows started falling in Afghanistan, by the middle of October at the latest.



He said that he was in no doubt that after the World Trade Center bombings this pre-existing US plan had been built upon and would be implemented within two or three weeks.

Bin Laden would have been "killed or captured"

And he said it was doubtful that Washington would drop its plan even if Bin Laden were to be surrendered immediately by the Taleban.

The FBI press release of September 27th, 2001 contained names, photographs, aliases and other information. Places of birth, date of birth and other personal details were presented in news media throughout the world. The FBI **STILL** lists these men as the terrorists who crashed planes into the World Trade Center in New York, the Pentagon, and Stony Creek Township, Pennsylvania, on September 11th. But **seven** of them are ALIVE; none of the 19 hijackers named appear on ANY of the four passenger/crew flight lists. How do the

FBI know who they are? They are all DEAD, or so we are told. The so-called flying capabilities of the 'hijackers' are also a HUGE lie as I showed earlier.



1) Khalid Al-Mihdhar - ALIVE

FBI Info: Resident of San Diego, California, and New York.

Believed to be a pilot. WRONG!

A)"...another suspect, Khalid Al-Mihdhar, may also be alive." **BBC**,

23rd September 2001

B) The Saudi Arabian embassy told **The Orlando Sentinel** that officials were unable to verify the whereabouts of a fifth accused hijacker, Khalid Al-Mihdhar. **Arab newspapers report he is still alive.**

Majed Moqed - Possible Saudi national

Nawaf Al-Hazmi - Possible Saudi national and resident of Fort Lee, New Jersey; Wayne, New Jersey; San Diego, California. **Believed to be a pilot.**

Washington Post: Alleged hijackers on Flight 77 - **Nawaf Al Hazmi, Khalid Al-Midhar ALIVE** and Hani Hanjour, all spent time in San Diego. Two of the men, **Al-Hazmi** and **Al-Mihdhar**, also briefly attended a local flight school, but they were dropped because of their limited English and incompetence at the controls....

Last spring, two of the men visited Montgomery Field, a community airport, and sought flying lessons. They spoke to instructors at Sorbi's Flying Club, which allowed them to take only two lessons before **advising them to quit.** "Their English was horrible, and their **mechanical skills were even worse,**" said an instructor, who asked not to be named. "It was like they had hardly even ever driven a car They seemed like nice guys," the instructor said,

"but in the plane, they were dumb and dumber."

("San Diegans See Area as Likely Target," Washington Post, September 24, 2001, pg. A7) Psyops News



2) Salem Al-Hazmi - ALIVE - Works at petrochemical plant in Yanbou, Saudi Arabia.

FBI Info: Resident of Fort Lee, New Jersey; Wayne, New Jersey.

'..was one of the group that worked out at the (Golds) gym in

(Greenbelt) Maryland the week before the attacks. ' **WRONG! CBS,**

9/27/01

"Mr Al-Hazmi is 26 and had just returned to work at a petrochemical complex in the industrial eastern city of Yanbo

after a holiday in Saudi Arabia when the hijackers struck. He was

accused of hijacking the American Airlines Flight 77

that hit the Pentagon." **Telegraph UK - 9/23/01**

Hani Hanjour - Possible resident of Phoenix, Arizona, and San Diego, California. **Believed to be a pilot.**

Hanjour had used Bowie's Maryland Freeway Airport three times

since mid-August as he attempted to get permission

to use one of the airport's planes. The Prince George's Maryland

Journal September 18, 2001 states: "Marcel Bernard, the chief flight instructor at the airport, said the man named **Hani Hanjour** went into the air in a Cessna 172 with instructors from the airport three times beginning the second week of August and had hoped to rent a plane from the airport." According to published reports, law enforcement sources say Hanjour, in his mid-twenties, is suspected of crashing the American Airlines Flight 77 into the Pentagon.

Hanjour had his pilot's license, said Bernard, but needed what is called a 'check-out' done by the airport to gauge a pilot's skills before he or she is able to rent a plane at Freeway Airport which runs parallel to Route 50. Instructors at the school told Bernard that after 3 times in the air, they still felt **he was unable to fly solo** and that Hanjour seemed disappointed.

Published reports said Hanjour obtained his pilot's license in April of 1999, but it expired six months later because he did not complete a required medical exam. He also was trained for a few months at a private school in Scottsdale,

Ariz., in 1996, but **did not finish the course** because instructors felt **he was not capable.**

Hanjour had 600 hours listed in his logbook, Bernard said, and instructors were surprised he was not able to fly better with the amount of experience. Pete Goulatta, a special agent and spokesman for the FBI, said it is an on-going criminal investigation and he could not comment. **Psyops News**

AMERICAN AIRLINES #11 - BOEING 767 - WTC North Tower

3 out of 5 FBI named hijackers are ALIVE

Satam M.A. Al-Suqami - Possible United Arab Emirates national.

Dates of birth used: June 28, 1976; Last known address: United Arab Emirates



3) Waleed M. Al-Shehri - ALIVE - A pilot with Saudi Airlines, studying in Morocco.

FBI Info: 'The week after the hijackings, the FBI raided a hotel in Newton, Ma., a Boston suburb, on suspicion that both **Waleed Al-Shehri** and **Wail Al-Shehri ALIVE** stayed there on Sept. 10. **WRONG! CBS, 9/27/01**

“The **UAE information minister**, Sheikh Abdullah bin Zaid al-Nahayan, said a man with a Saudi Arabian passport left the UAE on the day of the attack(s) for Karachi in Pakistan, after receiving transfers of ‘surplus’ funds of \$15,000 **from three hijackers**, Mohamed Atta, **Walid al-Shehri Alive** and **Marwan al-Shehhi ALIVE**. The money was transferred from the US to the UAE two days before the attack.”

Guardian UK 10/01/01

A sixth person on the FBI's list, Saudi national Waleed Al-Shehri, is living in Casablanca, according to an official with Royal Air Morocco, the Moroccan commercial airline.

According to the unnamed official, Al-Shehri lived in Dayton Beach, Fla., where he took flight training at Embry-Riddle

Aeronautical University. Now he works for a Moroccan airline. On Sept. 22, Associated Press reported that Al-Shehri had spoken to the U.S. embassy in Morocco.

His photograph was released by the FBI, and has been shown in newspapers and on television around the world.

That same Mr. Al-Shehri has turned up in Morocco, proving clearly that he was not a member of the suicide attack.

Daily Trust, September 24th 2001

He was reported to have been in Hollywood, Florida, for a month earlier this year but his father, Ahmed, said that Waleed was alive and well and living in Morocco. **Telegraph UK.** He acknowledges that he attended flight training school at Daytona Beach in the United States, and is indeed the same Waleed Al -Shehri to whom the FBI has been referring. But, he says, he left the United States in September last year, became a pilot with Saudi Arabian airlines and is currently on a further training course in Morocco.

BBC - 9/23/01 * **allafrica.com - 9/24/01**



Wail M. Al-Shehri - ALIVE

A man by the same name is a pilot, whose father is a Saudi diplomat in Bombay. "I personally talked to both father and son today," said Gaafar Allagany, head of the Saudi Embassy's information center.

LA Times 9/21/01

4) Abdulaziz Al-Omari - ALIVE - Two men, same name, BOTH in Saudi Arabia.

FBI Info: "Video surveillance photos of the airport in Portland, Me., show Atta and Abdulaziz Al-Omari rushing to make a flight from Maine to Boston early on the morning of the hijackings."

WRONG!!! CBS, 9/27/01



Abdulaziz Al-Omari Number 1 ALIVE

Al-Omari lives with his wife and four children **in Saudi Arabia**. Mr. Al-Omari, a pilot with Saudi Airlines, walked into the US embassy in Jeddah to demand why he was being reported as a dead hijacker in the American media. **BBC September 23rd 2001**.

A)"A pilot with Saudi Airlines was astonished to find himself accused of hijacking as well as being dead and has visited the US consulate in Jeddah to demand an explanation." **Independent 17th September 2001**

B) "Al-Omari may have lived in Hollywood, Fla. and is reported to have lived with his wife and four school-age children in a rented house in Vero Beach, Fla., moving out on Sept. 3, telling his landlord he was returning home." **WRONG!**

CBS, 9/27/01

Omari Number 2 ALIVE

a) "A Saudi man has reported to authorities that he is the real Abdulaziz Al-Omari, and claims his passport was stolen in 1995 while he studied electrical engineering at the University of Denver. Alomari says he informed police of the theft."

ABCNews

b) "I couldn't believe it when the FBI put me on their list. They gave my name and my date of birth, but I am not a suicide bomber. I am here. I am alive. I have no idea how to fly a plane. I had nothing to do with this."

Telegraph UK - 9/23/01

c) "The name (listed by the FBI) is my name and the birth date is the same as mine, but I am not the one who bombed the World Trade Center in New York," Abdulaziz Al-Omari told the London-based **Asharq Al-Awsat** newspaper.

d) "Al-Omari has since been found in Saudi Arabia and is apparently cleared in the case" **New York Times**

e) "Saudi Embassy officials in Washington have challenged his identity. They say a Saudi electrical engineer named Abdulaziz Al-Omari had his passport and other papers stolen in 1996 in Denver when he was a student and reported the theft to police there at the time." **BBC**

"Abdelaziz Al-Omari and Saïd Hussein Gharamallah Al-Ghamdi, are well in life, the first in Saudi Arabia

and the second in Tunisia for nine months." **Wal Fadjri 21st**

September 2001

UNITED AIRLINES #175 - BOEING 767 - WTC South Tower

1 out of 5 FBI named hijackers is Alive



5) Marwan Al-Shehhi - ALIVE in Morrocco

FBI Info: "...he (Atta) and Al-Shehhi were spotted **partying** the

Friday before Sept. 11,

playing video games and drinking." VERY WRONG!

'**Born in the United Arab Emirates**, the son of a Muslim cleric who

died two years ago, Al-Shehhi was described as

extremely religious and withdrawn. While in Germany, he told his

mother he would not return to the Emirates.

She has said she thought someone was listening to their calls and

threatening him to keep him from coming home.'

CBS, 9/27/01

Fayez Rashid Ahmed Hassan Al Qadi Banihammad

Possible residence(s): Delray Beach, Florida. **Believed to be a pilot.**

'The Spartan School of Aeronautics in Tulsa, Okla., is listed as the address on his pilot's license

but **the school says there is no record that he ever took a class there.'** CBS, 9/27/01

Ahmed Al-Ghamdi - May have lived in Delray Beach, Florida

a) **Hamza Al-Ghamdi** - Possible residence(s): Delray Beach, Florida

b) **Mohand Al-Shehri** - Possible residence(s): Delray Beach, Florida.

UNITED AIRLINES #93 - BOEING 757 - Pennsylvania

2 out of 4 FBI named hijackers are Alive



6) **Said Al-Ghamdi** - ALIVE - Student 'Airbus 320' pilot in

Tunisia. Said Al-Ghamdi is one of three hijackers that U.S. officials

have said are linked to Osama bin Laden's al-Qaeda network.

WRONG!

a) "I was completely shocked. For the past 10 months I have been based in Tunis with 22 other pilots learning to fly an Airbus 320. The FBI provided no evidence of my presumed involvement in the attacks." **Telegraph UK - 9/23/01**

b) "**Asharq Al Awsat** newspaper, a London-based Arabic daily, says it has interviewed Said Al-Ghamdi." **BBC 9/23/01** c) "Abdel Aziz Al-Omari and Saïd Hussein Gharamallah Al Ghamdi, are well in life, the first in Saudi Arabia and the second in Tunisia for nine months." **Wal Fadjri, 21st September 2001**

Ahmed Ibrahim A. Al-Haznawi

Possible Saudi national, date of birth used: October 11, 1980, possible residence: Delray Beach, Florida



7) Ahmed Al-Nami - ALIVE - An administrative supervisor with Saudi Arabian Airlines, in Riyadh.

"I'm still alive, as you can see. I was shocked to see my name mentioned by the American Justice Department. I had never even heard of Pennsylvania where the plane I was supposed to have hijacked." He had never lost his passport and found it "very worrying" that his identity appeared to have been "stolen" and published by the FBI without any checks. The FBI had said his "possible residence" was Delray Beach in Florida. "

Telegraph UK, 23rd September 2001

Ziad Samir Jarrah. Believed to be a pilot.

A Lebanese whose family, living in the Bekaa Valley, spoke to him just two days before his alleged death but who still refuse to believe that he was involved. **Independent**

UK, September 17th

Not one of the hijackers is listed on **ANY** of the four lists. None of the crew or passengers have **middle eastern names**.

CNN Passenger Lists

So almost half the hijackers that crashed the planed into the buildings are NOT dead. What happened? Did they just get out of the planes after the crash and go on with their lives?

The anomalies of the events of 9-11 seem never ending. How many more lies are we expected to swallow from the media as “truth”? Those that died on 9-11 deserve to have the truth told about what really happened, and their families have a right to know.

Chapter 6: Motive, Means and Opportunity Establishing the Crime

Why would anyone within this administration want to pull off 9-11?

That is the big question. For starters, they are ready to go to war with Afghanistan, and plans were on Bushes desk two days before 9-11. There is the matter of giving the Taliban their “carpet of bombs,” you know. If I were a betting man I’d give 10 to one odds that the bombing runs made through Afghanistan cleared the route for the pipeline. This pipeline will run from SE Asia to Moscow, and a lot of bucks are to be made in the process of pumping the oil to their Comrades in the Kremlin.

Then there is the matter of Iraq. We were originally told that they were connected to the 9-11 attack. When they got caught with their pants around their ankles in that lie, we are told, “Saddam has weapons of mass destruction.” Who cares if that was a lie too? Saddam is a bad guy and we must free the people of Iraq! All the while we suck the oil from their wells and sell billions. Yet the gas keeps climbing in price here in the good old US. Sure they have to pay for the war, and keep us poor. Poor folks can’t afford to drive to Washington and kick the criminals out.

Then there is the fact that The Patriot Act was written BEFORE 9-11. They had to have an event to get the Americans to finally except flushing the Constitution down the toilet so we can be safe. Hogwash! These 9-11

disaster bills aren't aimed at terrorists: they are aimed at US, taking away our Constitutional Rights so we can't fight back without becoming "terrorists" ourselves!

There is also the fact that the Patriot Act was NEVER read three times before it was voted in, and in accordance with House rules. Any bill that is not read before the house is only supposed to be in affect in Washington, DC, The Virgin Island, Puerto Rico, Guam, and other territories, NOT the United States. Yet they will use its provisions to enter your house WITHOUT a warrant, WITHOUT telling you, and take anything they want WITHOUT telling you. Then they get to use what ever they find for 30 days to manufacture "Probable Cause" and report back to the judge that they now have a case because of the "probable cause" they just manufactured. Hitler, Stalin, and Lenin would have been proud. Our jackbooted thugs have outdone them!

With all of us sheep ready and willing to give up our freedom for a little security, I give you what Ben Franklin and Samuel Adams said, respectively.

"They that can give up essential liberty to obtain a little temporary safety deserve neither liberty nor safety."

"If ye love wealth better than liberty, the tranquility of servitude better than the animating contest of freedom, go home from us in peace."

"We ask not your counsel or your arms. Crouch down and lick the hands of those who feed you. May your chains set lightly upon you, and may posterity forget that ye were our countrymen."

The motive is quite simple: power, money and greed. The "powers that be" want control of the Middle East. They want control of the oil. There are BILLION\$ to be made in the war by contractors and BILLION\$ more off the oil.

Their power over America is destroying the last remnants of the Constitutional Republic with the Patriot Act, and other Draconian legislation is accomplishing the same. The national ID card with its Radio Frequency ID chip and 4-6 MEGABYTE memory is reality.

All of us diligent patriotic Christians that have warned America for over 20 years of the coming world government, or New World Order, as former President George Herbert Walker called it 210 times in speeches over two years, is here. By these legislations passed into "law" ("anything that is repugnant to the Constitution is null and void from its inception." (Marbury vs. Madison) any of us who might dare stand to fight this unconstitutional

tyranny, can be branded “enemy combatants” and denied all Constitutional Rights and held indefinitely incognito, without council, until the war on terrorism is over.

The Declaration of Independence says "**Governments are instituted among Men, deriving their just powers from the Consent of the Governed, that whenever any Form of Government becomes destructive of these Ends, it is the Right of the People to alter or to abolish it, and to institute new Government...**"

Apparently those who consider themselves a higher authority have overruled this through their draconian legislation, intending to make criminals out of all that would dare to try to enforce such Rights.

They have built or refurbished over 300 concentration camps during the last 10 years, even some death camps for all who resist their New World Order here. (I suggest you see my article *More About Concentration Camps In America*, which can be found by typing my name Michael Treis in at www.google.com or on www.indymedia.org). They have taken America and “never fired a shot” (Lenin). Well, they almost didn’t: Vicky Weaver, the Branch Davidians, WTC bombing 1993, Oklahoma City Bombing, 9-11, Et al, and we haven’t defended our country YET. It just makes me sick.

I cannot fathom people who say they “ love America” yet refuse to challenge the lifelong politicians who are systematically destroying it. I do love my country and I have been warning people that we need to hang the traitors in government that are destroying the principles that made it great. That is to say the Constitution, Bill of Rights, and the Common Law. People who are happy as long as they can come home from a job, kick back and watch the latest installment of Survivor, Desperate Housewives and other mindless shows for hours, then go to bed peacefully undisturbed by the latest round of tyranny, make me want to puke. God help us all if we can’t get people from in front of the one eyed monster brainwashing them to be couch potatoes.

The motive: two wars for money oil and power, and gaining a giant jump destroying our Constitution and moving us towards a police state and final world government.

The means, by which they have committed their treason, is lies, deceit, murder, and the use of the establishment media to finish the brainwashing. The powers that headed the 9-11 operation planned this for many months, if not years. They took their time, established their patsy Bin Laden, developed the means by which to remotely control the planes and had it in place two years before 9-11. Silverstein bought the lease four

months prior to 9-11, security was compromised there and he allowed explosives to be put in place. From the 6-9th of September they powered down everything above the 50th floors, allowing the final setup with no security systems or cameras to monitor their activity.

The “terrorists” laud their groundwork of training in Florida, Minneapolis, even training at military bases, (See Destruction of America: Conspiracy of Consensus? Available at: <http://www.birrenbach.com/TREIS/>), laying a trail a blind man could follow.

The opportunity came when President Bush, Cheney, Rumsfeld, and Ashcroft got their stuff together along with the CIA, Mossad and the weatherman. Yes, September is an extremely bad month for tropical storms etc. They had a 3-5 day window due to modern forecasting. The five-day forecast is as least if not more accurate than a three-day five years ago. The prevailing winds need to be out of the Northeast as they were on 9-11. This is a kind of rare thing at that time of the year. There were storms brewing much further south that could eventually thwart any attempt to pull this off.

FACT: From <http://www.hankbrandli.com/>

Hank Brandli, former meteorologist at Hickam Air Force Base in Hawaii, says, "with military operations, weather intelligence is always your first priority." On the 9/11 plot he says, "I think they

had a weather guy on their team to help set it up."

"They spent months, maybe years, planning this thing," he says.

"But it had to come down to a last-second call, because there was a hurricane coming up the coast and a cold front moving out."

"Think about it: September is the worst month in the world to be planning anything in the air on the East Coast, because you're at the height of hurricane season. In fact, climatologically speaking, Sept. 3 is the worst day of the entire year to plan a flight. And yet, you had this day where the weather was perfect, from Maine all the way down to Washington. You can't plan that far out and hope you get lucky."

So even the weatherman may have played a part in the events of 9-11. "OK Treis, who else are you going to blame?" you may say. That is not the point. The point is that this was too big an event to have been pulled by a handful of terrorists with box cutters and plastic knives as we were told. There are way to many inconsistencies in the story to be believed. There are to many anomalies in the collapse of the buildings that prove explosives were used.

Even former Bush team player doesn't buy their story!

UPI Hears...

By John Daly

UPI International Correspondent



Washington, DC, Jun. 13 (UPI) -- Insider notes from United Press International for June 8

A former Bush team member during his first administration is now voicing serious doubts about the collapse of the World Trade Center on 9-11. Former chief economist for the Department of Labor during President George W. Bush's first term Morgan Reynolds comments that the official story about the collapse of the WTC is "bogus" and that it is more likely that a controlled demolition destroyed the Twin Towers and adjacent Building No. 7. Reynolds, who also served as director of the Criminal Justice Center at the National Center for Policy Analysis in Dallas and is now professor emeritus at Texas A&M University said, "If demolition destroyed three steel skyscrapers at the World Trade Center on 9/11, then the case for an 'inside job' and a government attack on

America would be compelling." Reynolds commented from his Texas A&M office, "It is hard to exaggerate the importance of a scientific debate over the cause of the collapse of the twin towers and building 7. If the official wisdom on the collapses is wrong, as I believe it is, then policy based on such erroneous engineering analysis is not likely to be correct either. The government's collapse theory is highly vulnerable on its own terms. Only professional demolition appears to account for the full range of facts associated with the collapse of the three buildings."

Two years after President George W. Bush proclaimed "mission accomplished" in Iraq, some thoughtful officers are beginning to question who the insurgents actually are. In a recent interview the head of the US 42nd Infantry Division which covers key trouble spots, including Baquba and Samarra Major General Joseph Taluto said he could understand why some ordinary Iraqis would take up arms against U.S. forces because "they're offended by our presence." Taluto added, "If a good, honest person feels having all these Humvees driving on the road, having us moving people out of the way, having us patrol the streets, having car bombs going off, you can understand how they could (want to fight us). There is a sense of a good resistance, or an accepted resistance. They say 'okay, if you shoot a coalition soldier, that's okay, it's not a bad thing but

you shouldn't kill other Iraqis.'" Taluto insisted however that the other foreign forces would not be driven out of Iraq by violence, observing, "If the goal is to have the coalition leave, attacking them isn't the way," he said. "The way to make it happen is to enter the political process cooperate and the coalition will be less aggressive and less visible and eventually it'll go away." Taluto's comments are sure to raise hackles at the Pentagon, which insist that all insurgents are either Baathists or al-Qaida. Taluto observed that "99.9 per cent" of those captured fighting the U.S. were Iraqis.

Chapter 7: Conclusion

At this point I have chosen to end this book, for I realize after going back over the information I have given you, if you don't believe me now, you never will. I could write another 150 pages and include 100 more pictures with paragraphs and arrows pointing out the anomalies and it would make no difference whatsoever. You either believe or you don't. If you don't believe, I have nothing else I can or will say except I'll pray for you, as now only the Almighty can open your eyes.

If you do believe, then what are you going to do with the knowledge? Was it for idle curiosity you read this? Now that the puzzle is solved you can go about your day? I hope not. All I can say is the voice of some 3000 people that have died in connection with the events of 9-11 will not let me rest until the truth is told and I see justice afforded for their memory and that of their families.

I have been criticized since September 11th 2001 when I first said building 7 had been brought down by explosives. I have, through my research, been vindicated of all the nasty things said about me, although it is of little solace with all who have perished and the Rights that have been stolen in their names. I see more die every day in Iraq and Afghanistan

supposedly to stop the nasty terrorists and all their cohorts through our “war on terrorism.”

How many more must be killed, how many more “terrorist attacks” must be contrived against the people of America before we say ENOUGH?

War for the sake of war and making buck\$ is wrong. These unaccountable politicians who have been involved in this mass murder MUST be brought to justice, if we have any hope of America surviving.

They have used these events to put into effect “laws” that will brand us all terrorists if we try to take our country back. We will however be in good company as I have heard federal agents instructing law enforcement officers that the “first terrorists in America were the founding fathers.” The British thought of them that way too. No matter.

If we are to ever hope for freedom for our children and grandchildren in America, we MUST take a stand, no matter the cost. Freedom isn’t free. We must bring down those who caused this to happen. We must bring to justice all those “elected officials” of the corporate government who steal our rights a little more each day. We must bring them to trial for Felony Perjury of Oath and Treason. If they have passed laws that contradict the Constitution and destroy our Rights, then that is what they have committed TREASON.

The punishment for Treason is still the same. If convicted, the party is “to be taken to the nearest light post at high noon and hanged by the neck until dead, and allowed to remain in state until sundown.” This is to allow all to see what is done to those who subvert the Constitution.

Our founding fathers knew well the cost of freedom as they pledged their “lives, their fortunes, and their sacred honor” to the founding of this once great nation. Most of these signers of the Declaration of Independence died broke, without their homes, and many gave their lives and their families’ lives during the battle for freedom. Can we do less? Have we become such rotten couch potatoes we can’t tear ourselves from the latest episode of *As The Stomach Turns*, or the latest installment of *Survivors* or our favorite story, to protect the freedom of our children and grandchildren. Are we truly that selfish?

Will we continue to allow the elimination of all mention of the great God of Abraham, Isaac and Jacob from the schools, our law, and even public mention without a fight? Do we hate our Savior and Heavenly Father that much? Where is your line in the sand? Is it the kids next door? Is it your cousins or nieces and nephews? Do you have to wait until they demand your children to be sacrificed on the altar of the gods of war before you say no more? What does it take?

I hope we will soon reach the point where we see politicians in jail and laying in state beneath a streetlight for their treason. I hope we see children praying in schools and parents on the knees before the Almighty, because if we don't, America is finished.

It would seem we have some very important choices to make. Choose well whom you will serve!



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